

BOSTON PUBLIC LIBRARY



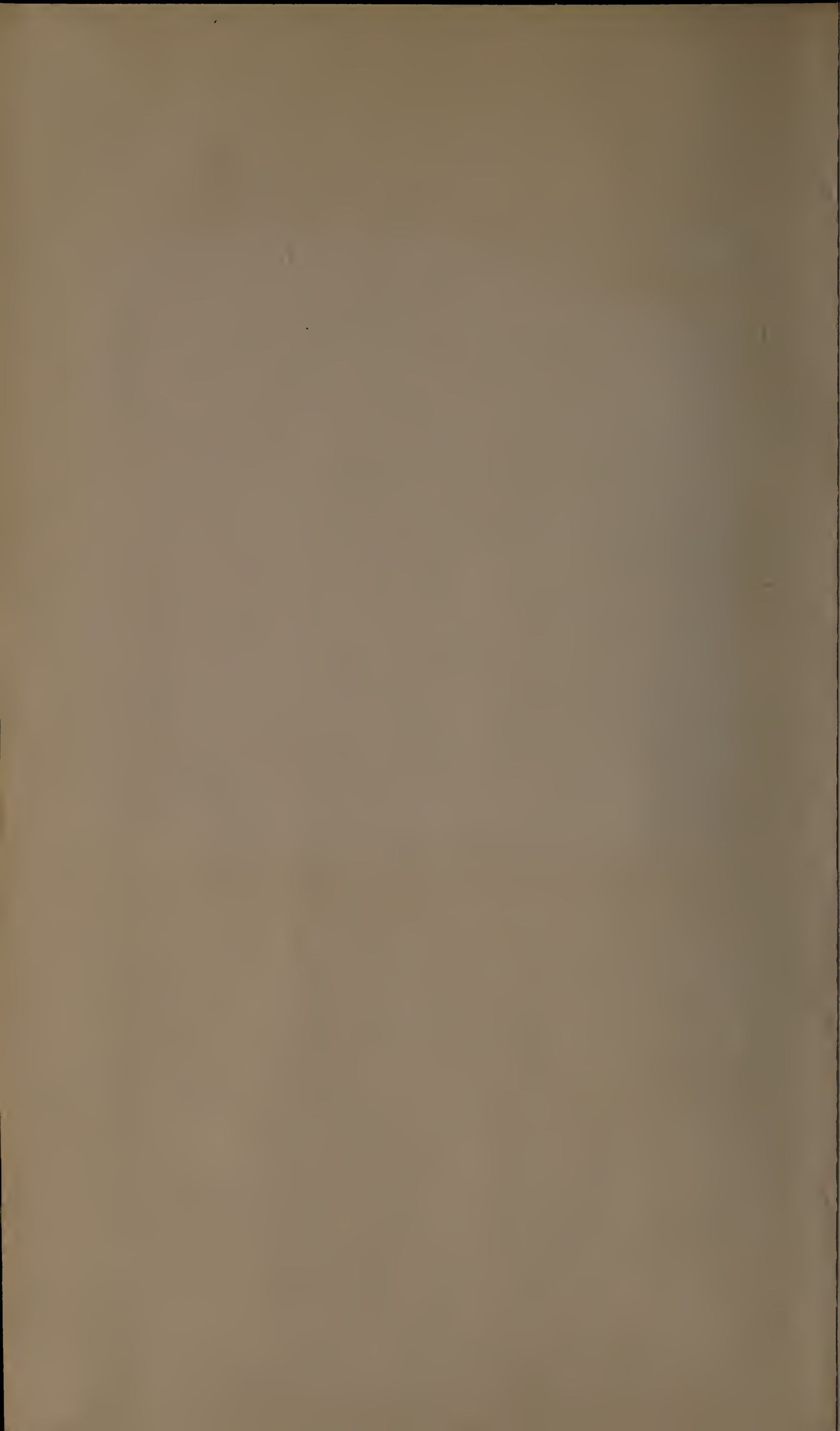
3 9999 08796 065 2

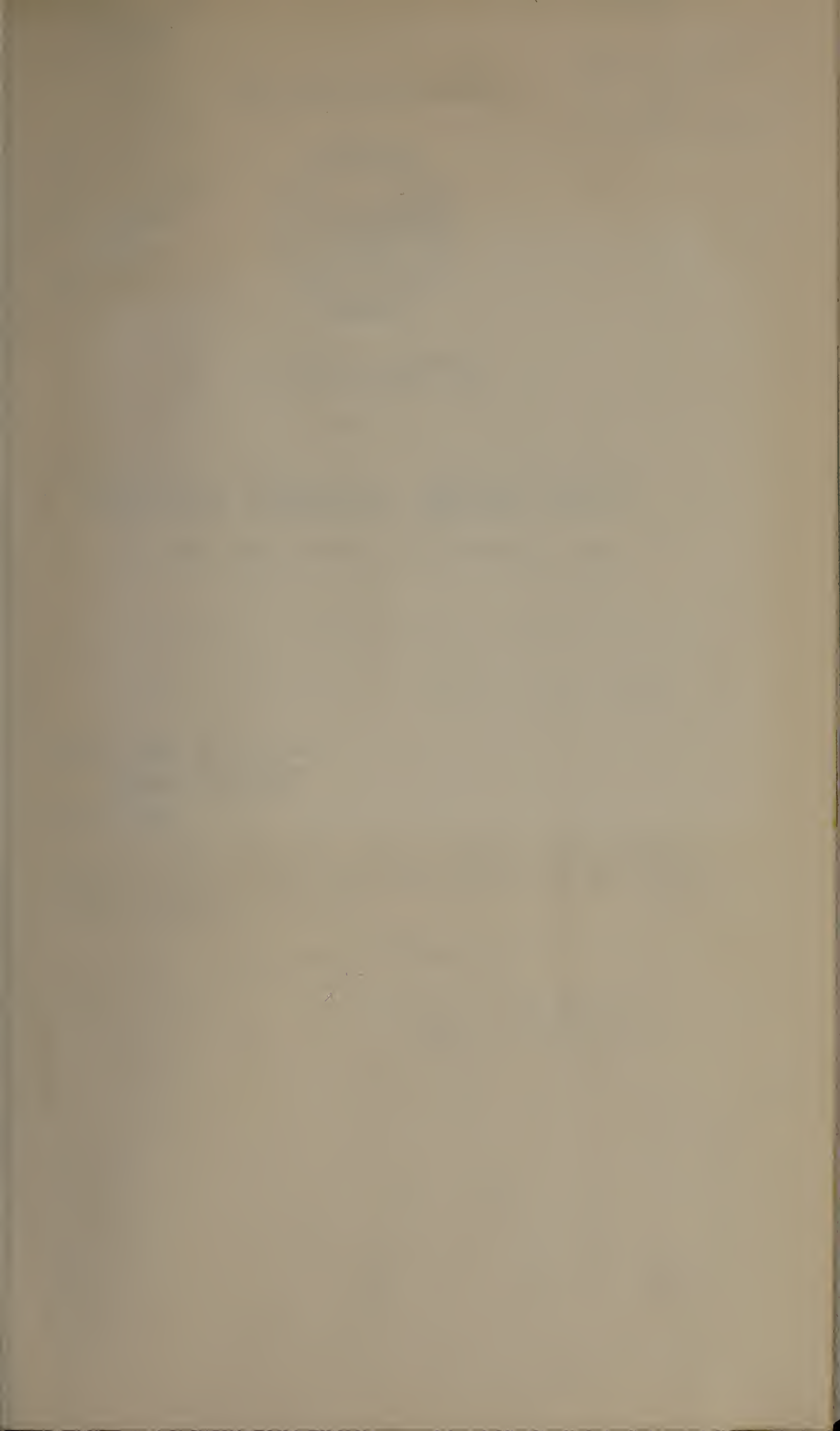
No. _____

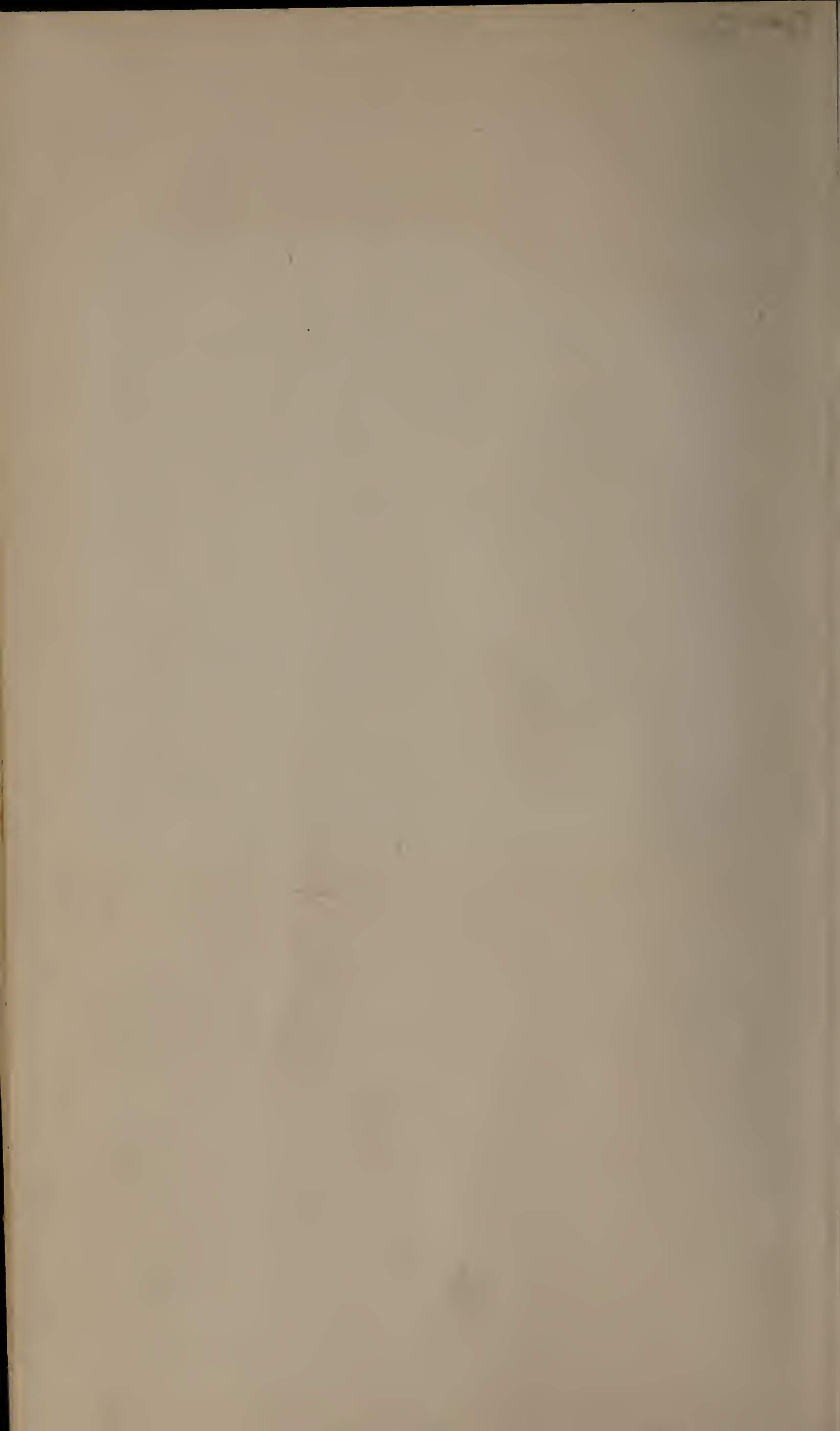


GIVEN BY

Boston City Messenger







1200 Ref
6336.1
~~Doc 32~~
1958-65

[DOCUMENT 21 — 1958.]



ANNUAL REPORT

OF THE

BOSTON TRAFFIC DEPARTMENT

FOR THE YEAR ENDING DECEMBER 31, 1957.

Boston, January 15, 1958.

HON. JOHN B. HYNES,
Mayor of Boston.

DEAR SIR:

I have the honor to submit herewith the annual report of the Boston Traffic Department for the year ending December 31, 1957.

Respectfully submitted,

TIMOTHY J. O'CONNOR,
Traffic Commissioner.

Boston City Messenger
Dec. 17, 1958

Index

	PAGE
ADMINISTRATION	9
ENGINEERING DIVISION	16
EXPENDITURES	8
INVESTIGATION DIVISION	17
MEMBERS OF THE BOSTON TRAFFIC COMMISSION .	4
PAINT AND SIGN DIVISION	18
PARKING METER DIVISION	19
RULES AND REGULATIONS ENACTED IN 1957 .	33
SAFETY EDUCATION DIVISION	20
COMPARATIVE ANALYSIS OF FATALITIES . .	22
COMPARATIVE STUDY OF TRAFFIC ACCIDENTS	28
FATALITY STUDY	25
PEDESTRIAN FATALITY STUDY	27
STATISTICS FOR QUICK REFERENCE	6
TRAFFIC DEPARTMENT FLEET	29
TRAFFIC SIGNAL DIVISION	30

Members of the Boston Traffic Commission

WILLIAM ARTHUR REILLY *Chairman*
Transferred to *Director of Administrative Services*

TIMOTHY J. O'CONNOR *Chairman*
Appointed December 2, 1957

THOMAS F. SULLIVAN *Associate Commissioner*
Died August 27, 1957

LEO J. SULLIVAN *Associate Commissioner*
Appointed September 5, 1957

GEORGE G. HYLAND *Associate Commissioner*

FRANK R. KELLEY *Associate Commissioner*

HERMAN CARP *Associate Commissioner*

WILLIAM T. DOYLE *Executive Secretary*

JOSEPH M. GALEOTA *Chief Traffic Engineer*

GENERAL SERVICES

Statistics for Quick Reference

Area of the City—47.81 square miles.

Bus Stop Permits—New in 1957:

Metropolitan Transit Authority—26.

Canceled in 1957:

Metropolitan Transit Authority—12.

Total existing bus stops December 31, 1957 1,425

Employees—124.

Expenditures—\$738,208.63.

Loading Zones —Paid loading zones renewed in 1957	873
No charge (churches, schools, hospitals, etc.)	361

Total existing loading zones December 31, 1957	1,234
--	-------

Part Public Streets—215; private ways, 1,847 (approximately 131.0 miles); bridges, 191.

Parking Facilities—(North of Massachusetts avenue) inner and outer cordon.

Inner cordon: Open-air lots	8,043	
Privately-owned public garages	4,803	
City-owned garages	3,985	
Metered on-street spaces	1,827	
	Total car spaces	18,658
Outer cordon: Open-air lots	2,378	
Privately-owned public garages	4,818	
City-owned garages	625	
Metered on-street spaces	1,543	
	Total car spaces	9,364
		28,022

Parking Meters—8,298 (including all districts)

Permits—(Special temporary).

Parade permits issued during 1957
 109 |

Emergency (Road construction, etc)
 32 |

Total
 141 |

Population—724,700 (1955 Massachusetts decennial census).

Public Alleys—83.

Public Streets—3,250 (approximately 729 miles); parkways—7.2 miles.

Revenue —Parking meters	\$526,767 75
Loading zones	50,353 00
Directional sign fees	220 00
Total	\$577,340 75

Roadway Painting and Traffic Signs:

Miles of roadway painted	162
New traffic signs installed	2,878
Old signs replaced (estimated)	4,500
Total permanent traffic signs maintained (estimated)	35,482

Speed Distribution Studies:

Number of studies made with radar equipment	5
Number of vehicle observations made	16,804
Number studies zoned	4

Traffic Engineering Studies and Investigations:

Miscellaneous investigations	190
Parking studies made	10
Vehicles observed in parking studies	190,000
Special investigations as result of correspondence	1,350

Traffic Rules (New in 1957):

Heavy commercial vehicles excluded	2
One-way streets	122
Parking prohibitions	168
Stop streets	42

Traffic Signal Installations:

	Existing	New in 1957	Total
Automatic stop and go	221	7	228
Pedestrian flashers	88	4	92
Warning flashers	55	3	58
Bridge signals (manual)	3	—	3
Vehicle actuated	1	—	1
Totals	368	14	382

Valuation of Boston Traffic Department Property, 112 Southampton street, Ward 10:

Total area (square feet)	63,935
Land	\$45,200 00
Buildings	475,000 00
Total assessed valuation	\$520,200 00

Vehicle Registrations in Municipal Boston (passenger cars and commercial vehicles):

1957	191,650
1956	193,508
1940	82,590

Vehicular Counts:

Number of intersection counts taken	105
Number of vehicles checked in above	1,500,000
1957 volume counts (estimated):	
Inner cordon	200,000
Outer cordon	270,000

Violations of Parking Rules (tags issued by Police Department):

	Tags	Fees
Downtown	131,866	
Uptown	216,910	
Total	348,776	\$322,402 00
Court cases	29,548	50,152 00

Comparative Traffic Commission Expenditures

1. Personal Services	1956	1957
Permanent employees	\$503,730 97	\$518,904 55
Temporary employees	5,419 50	2,605 20
Overtime	3,532 09	3,638 91
	<hr/> \$512,682 56	<hr/> \$524,248 66
2. Contractual Services		
Communications	\$4,219 37	\$4,122 34
Light, heat and power	43,725 14	44,116 10
Repairs and maintenance of buildings and structures	3,942 29	5,859 21
Repairs and servicing of equip- ment	4,590 86	6,917 32
Transportation of persons	3,976 10	4,375 98
Miscellaneous contractual serv- ices	37,610 40	42,516 99
	<hr/> \$98,064 16	<hr/> \$107,907 94
3. Supplies and Materials		
Automotive supplies and ma- terials	\$6,105 09	\$7,021 99
Heating supplies and materials	3,494 38	3,037 38
Household supplies and ma- terials	1,179 60	1,141 70
Medical, dental and hospital supplies and materials	17 06	8 06
Office supplies and materials	2,374 88	4,227 23
Miscellaneous supplies and ma- terials	54,814 70	68,570 76
	<hr/> \$67,985 71	<hr/> \$84,007 12
4. Current Charges and Obligations		
Miscellaneous current charges and obligations	\$723 50	\$1,531 63
5. Equipment		
Automotive equipment	—	\$5,188 00
Office furniture and equipment	—	1,065 21
Miscellaneous equipment	1,022 80	14,260 07
	<hr/> \$1,022 80	<hr/> \$20,513 28
Grand totals	\$680,478 73	\$738,208 63

Administration

Fifteen formal meetings of the Traffic Commission were held during the year 1957.

Total revenue for the year from parking meter fees, loading zone permits, and directional sign fees amounted to \$577,340.75 while total expenses were \$738,208.63.

A significant change in the structure of the Traffic Commission took place on April 2, 1957, by the establishment of an Act of the Legislature, Chapter 253, reorganizing the Commission.

Under the terms of this reorganization a Traffic Department was established and the Traffic Commissioner was named Chairman of the Traffic Commission. The Traffic Commissioner was granted the powers and duties of a department head with respect to making of contracts (other than contracts for the acquisition, installation and maintenance of parking meters) and the appointment, suspension, discharge, compensation and indemnification of engineers, engineers' assistants and other employees of the Traffic Department, and is responsible for all other administrative functions of this department.

The Traffic Commissioner was empowered to make, erect and maintain, or cause to be made, erected and maintained, traffic signs, signals, markings and other devices for the control of said traffic in the city and for informing and warning the public as to rules and regulations adopted or promulgated.

The Traffic Commissioner likewise was granted the right to exercise the authority of the Commission during emergency periods when the Commission is not in session.

The intent of this reorganization is to assign to the Traffic Commissioner work which formerly could be undertaken only by vote of the Traffic Commission. Thus, in effect, the Traffic Commissioner now has the power to execute the administrative policies of the Traffic Commission without being subjected to delays which resulted from awaiting meetings of the Commission.

The Massachusetts Turnpike Toll Road opened this year, bringing traffic in as far as Auburndale, Mass., and various plans are under consideration for the ex-

tension of the toll road, either into the South Station area or to meet the proposed innerbelt at Brighton. Meanwhile progress continues in the construction of the Central Artery in the South Station area, and the Southeast Expressway, by the Commonwealth.

A new scale of permit and license fees was approved by the City Council covering Loading Zones and Directional Signs for various civic and charitable organizations.

On August 27, 1957, the Traffic Commission lost its oldest member and one of the city's outstanding public officials by the death of Police Commissioner Thomas F. Sullivan. The long and illustrious public career of Commissioner Sullivan was memorialized in many public tributes. His wisdom and counsel in Traffic Commission matters were most valuable contributions in all our deliberations. His successor, Police Commissioner Leo J. Sullivan, has taken up membership on the Traffic Commission and has already evidenced his active interest in traffic problems and has otherwise indicated that he is a worthy successor to the revered former Police Commissioner.

It was voted to establish special speed zone regulations with supporting speed zone signs in Saratoga street, East Boston, Hyde Park avenue, West Roxbury and Hyde Park, Western avenue, and Cambridge street, Brighton. The law requires that establishment of such regulations be jointly approved by the Massachusetts Department of Public Works and the Registrar of Motor Vehicles before speed zone signs are erected. Approval was secured and signs were erected in Saratoga street. Approval of the other three streets is pending.

After many years of effort a satisfactory statute law was finally developed which made possible the legalizing and regulating of all-night parking in all areas of the city where parking is not specifically prohibited. The enactment of these regulations took place in November becoming effective December ninth. Thus, at long last, indiscriminate night parking on streets in violation of law became regulated and properly controlled.

A comprehensive pattern of one-way streets in the Roxbury and East Boston districts was established during the year.

For the month of December it was voted by the Traffic Commission that parking at meters on Saturdays throughout the city would be legal for the usual two-hour

period without the payment of parking meter fees. This step was taken in an effort to encourage Saturday shoppers to patronize Boston merchants and, likewise, regulations on the east side of Tremont street were changed so that two-hour parking would be legal every day during the month of December, and, also on the Boston Common side of Beacon street between Charles street and Park street in the area formerly reserved for the exclusive use of members of the Legislature. As the Legislature was not in session during the month of December this area was opened to the general public.

In November it was decided to post signs indicating the Towing Areas of the City in response to requests for such signs from the Retail Trade Board and the Chamber of Commerce.

With the support of the Chamber of Commerce and the Back Bay Association it was agreed that legislation should be sought for the extension of the Towing Area to the commercial zone of the Back Bay District.

A Chamber of Commerce Committee Report was made to the City Council, the Mayor, and the Traffic Commissioner recommending various improvements including the establishment of a 10-cent meter fee in the downtown section and various other items designed to enhance traffic flow.

The Chamber of Commerce Report followed a public hearing on the traffic problem of the City of Boston which was conducted by the Boston City Council early in the year. Recommendations were for the establishment of traffic-actuated signals in the downtown section and the painting of lane lines on all principal streets. Other recommendations advocated pedestrian control signals, separation of pedestrians and vehicles in downtown streets, extension of the city's off-street parking program in order to provide 9,000 to 11,000 off-street spaces in the downtown area, fringe parking spaces, and more drastic enforcement of existing traffic regulations.

A change in the system of appropriations for the provision of funds for traffic signal installations took place during the current year. Where, formerly, our revenues had been obtained from the proceeds from the sale of city land and buildings, this year we had made available to us the sum of \$251,610.36 from an appropriation made by the State to the City for roadway construction and traffic signal installation. Accordingly,

a list of locations for approximately forty traffic signals was made up and contracts were signed for installation during 1958.

Mr. Robert Drummond of our engineering staff was released to attend a full year's graduate course at Yale University under an ESSO Foundation Scholarship. Upon his return to service it is hoped that we may be able to send a second student to gain likewise a Master's Degree in Traffic Engineering at the renowned Yale School. Thus, we shall overcome the shortage of traffic engineers available for public service, by developing our own experts.

Reorganization of the Parking Meter Division operations was undertaken through reassignment of personnel and alteration of the collection processes.

An audit of our departmental books and accounts was conducted by the City Auditor and the recommendations made in the Auditor's Report are to be followed.

On December 2, 1957, Traffic Commissioner William Arthur Reilly was appointed Director of Administrative Services of the City of Boston and he was succeeded by Chief Engineer of the Traffic Department, Timothy J. O'Connor, as Traffic Commissioner. The position of Chief Engineer was filled by the appointment of Joseph M. Galeota, Principal Traffic Engineer (Electrical).

Recommendations by this department to the Public Improvement Commission resulted in reconstruction by the Public Works Department of the Jackson square area including the intersection of Centre street, Columbus avenue and Heath street; Amory street, Centre street and Ritchie street; and Columbus avenue and Ritchie street; and of a portion of the Roxbury Crossing area at the intersection of Columbus avenue, Station street and Tremont street.

In connection with these two projects traffic signals were installed at both locations. The result of the channelization effected in both areas by the new reconstruction and the installation of the signals has materially improved the movement of the heavy volume of traffic passing through the areas.

A similar scheme to improve traffic conditions in the Mattapan square area was submitted to the Metropolitan District Commission for consideration because most of the specific street improvements contemplated in the scheme involved Blue Hill avenue from Mattapan square for a considerable distance southerly.

This roadway is under the jurisdiction of the Metropolitan District Commission. We have been assured that the latter agency has approved the concept and is proceeding with the project.

During December of 1957 small sticker-type signs bearing the legend "Towing Area" were affixed to all existing "No Parking" signs in the downtown towing area. This was a stopgap "crash" program adopted in order to immediately implement a recommendation of the Urban Transportation Committee of the Greater Boston Chamber of Commerce. As soon as possible during 1958 a large sign with the legend "Towing Area" will be erected in each block of the towing area zone.

A further recommendation of the Chamber of Commerce that the towing area be extended to include the Back Bay retail business section is before the legislature as a result of a bill filed by the Chamber of Commerce. It is expected that enabling legislation will result. This department will then erect the necessary signs throughout the new additional area.

The department's budget estimates include a request for increased funds for roadway painting during 1958. If the funds are provided a more comprehensive coverage of the city will be made possible.

We propose to amend the hours of operation of parking prohibitions on residential streets throughout the city so that signs which now read "No Parking Any Time" will be changed to signs reading "No Parking 8 A.M. to 6 P.M." The result will be that the prohibition and signs will conform to the newly-adopted regulation which permits all-night parking on alternate sides of residential streets on alternate nights of the calendar month. This will entail the removal of existing signs and replacement of new signs to the number of approximately 5,000.

Further studies will be made with a view to establishing comprehensive one-way street patterns in various districts of the city.

We are in the process of changing our methods of collection of parking meters from the present coin box system to a so-called "dump" system. It is expected that this change will improve security, simplify the collecting and accounting and, we hope, effect a reduction of 4 in the personnel requirements of the Parking Meter Division.

When the portion of Commonwealth avenue, Brighton, between Brighton avenue and Warren street, was

reconstructed under a so-called Chapter 90 project by the State Department of Public Works during 1957, additional parking stalls were provided and posts were erected for future parking meter installations. We are installing approximately 250 new parking meters in this area during the current year.

One of the recommendations for traffic improvements of the Urban Transportation Committee of the Greater Boston Chamber of Commerce is for increasing the fee at parking meters in the downtown area from the present rate of five cents per hour to ten cents per hour.

If this Commission adopts this proposal it will require the acquisition of perhaps 2,000 and possibly 3,000 new parking meters. Procurement of these meters would require that an appropriation of from \$100,000 to \$150,000 be made.

DEPARTMENTAL ACTIVITIES

Engineering Division

Many plans for new road design, curb cut-backs, channelization, street widenings, new signal installation, and parking-meter layouts were prepared by the Engineering Division during 1957.

Some of the more outstanding improvements completed during the year are as follows:

1. Jackson Square area—rotary traffic patterns involving three intersections and including complete coordinated signal control, channelization, improved curb radii, street widening, and new modern street lighting.
2. Roxbury Crossing — southern side of the intersection channelized, signal controlled, widened, and divisional island with protective pedestrian barrier.
3. Summer Street — widened to provide divisional island with dual-arm modern street lighting, signal controlled at main intersections, standard bridge prows with warning flashers.
4. Blue Hill Avenue — removal of central street car reservation with provision of divisional island and dual-arm modern street lighting, widening to two three-lane roadways allowing for parking lane, signalizing and providing left-turn lanes at all major intersections.
5. Massachusetts Avenue — reconstruction of railroad overpass eliminating central bridge abutment, street widening including improved curb radii, provision of divisional island with dual-arm modern street lighting, improved signal control between Columbus avenue and St. Botolph street, and standard bridge prow at St. Botolph street end of divisional island.
6. Commonwealth Avenue — widening central roadway from Brighton avenue to Warren street to provide divisional island with dual-arm modern street lighting. Reducing reservation on side of local roadway to provide metered parking for 174 additional cars in this highly congested apartment area.
7. In addition to the above completed projects many detailed plans of other suggested improvements were approved by the Traffic Commission and submitted to the Public Improvement Commission for future action.

Investigation Division

The recapitulation of activities of the Investigation Division is as follows:

Number of directives processed 256

Approval of street openings forwarded to P.W.D. . . 1,882

Temporary votes regulating street construction:

Regular 215

Chapter 90 9

Special 20

Total 244

Chapter 90 regulations 10

Special signs for routing 10

Special signs installed permanently 8

Routing of oversize and overweight trucks 36

Special closings (condemned buildings, etc.) . . . 20

Exceptional detours (Fitzgerald and Southeast Express-ways) 4

Signs Issued:

Portable (road construction) 610

Chapter 90 315

Chapter 90 signs installed permanently . . . 112

Special detour signs 10

Total 1,047

Auxiliary Paper Signs Issued:

Parade routes 650

Construction 3,500

No parking for caps on meters 1,100

Total 5,250

Paint and Sign Division

There were 2,878 new traffic signs of varied types placed throughout the city along with 4,485 signs replaced. In addition there were several hundred special and temporary signs used for construction detours, emergencies, etc. Total estimated number of traffic control signs in the city at the end of the year 1957 was 35,482.

The roadway paint program was once again leased out on contract in 1957 for center lines and crosswalks. Total linear footage of contract painting was 133.5 miles. All other painting including loading zones, parking stalls, stop lines, and roadway SLOW signs along with special emergency calls for painting was done by our own permanent painting crew totaling about 29 miles for an overall of 162 miles.

A summary of the roadway painting program is as follows:

TYPE PAINTING	LINEAR FEET
Crosswalks	315,971
Center-lines	395,248
Lane-lines	44,850
Stop-lines	2,280
"SLOW"	10,102
Curbs	2,680
Loading Zones	34,920
Other (parking stalls, special, etc.)	50,000
Total linear feet	<hr/> 856,051
Miles of roadway painting	162

Parking Meter Division

There was a net loss of 181 parking meters throughout the City in 1957 over the previous year, for a total of 8,298. This loss was due to the removal of meters in some of the downtown areas along the path of the construction of the Central Artery, and in one of the City-owned parking lots which area is now offered as a free parking facility to shoppers.

During the year the Traffic Commission voted a temporary ruling allowing parking at meters throughout the City on Saturdays for the two-hour limit without payment of a parking meter fee. Shoppers were quick to take advantage of this concession, and merchants agreed that this encouragement to shop in Boston did result in a stimulation of business to the point where an extension of this practice appears certain to be voted on in 1958.

A summary of parking meter revenue by districts for 1957 is as follows:

AREA	RECEIPTS	NUMBER OF METERS	DAILY AVERAGE PER METER
Boston Proper.....	\$396,544 35	6,019	\$0.220
Dorchester.....	25,683 77	415	.205
Roxbury.....	18,803 33	339	.184
Brighton.....	20,533 37	378	.178
West Roxbury.....	15,326 69	253	.212
South Boston.....	5,067 45	129	.130
Hyde Park.....	5,103 36	68	.249
Forest Hills.....	1,383 84	31	.148
East Boston.....	3,917 64	97	.134
Off-Street Parking Lots:			
Downtown.....	24,077 15	328	.243
Suburbs.....	4,768 05	240	.058
Odd Coins.....	5,558 75	—	—
Totals.....	\$526,767 75	8,298.	\$0.178

Safety Education Division

Boston motorists are to be commended for their efforts in accident reduction resulting from careful driving as a new low in traffic fatalities was recorded for 1957. During the year fifty-three people were killed in 52 motor vehicle accidents as compared to seventy-one in 1956, and a previous low of fifty-six in 1949. This reduction of 25.4% in the City of Boston was the greatest reduction among leading cities throughout the country and is an outstanding contribution to a national decrease of 3% for such accidents.

In cooperation with the Recreation Division of the Park Department, the Public School Department, the Police Department and the Massachusetts Safety Council, the Safety Education Division inaugurated a Bicycle Safety Program in several playgrounds in each district of the City. Over 2,500 boys and girls of all ages up to sixteen participated with prizes for the highest scores in all classes awarded. Mayor Hynes officially designated Bicycle Safety Week and the program met with such success that his Honor consented to an annual program to be known as the Mayor Hynes Bicycle Safety Program. Evidence of the effect of such a program was indicated when at the end of the year statistics showed a decrease of exactly 50% bicycle injuries due to traffic accidents with 89 in 1957 as against 178 in 1956 and 223 in 1955. Such a program is a most worthy one and it is hoped that there will be over 5,000 participants in 1958 with a proportionate decrease in accidents.

Following is an analysis of motor vehicle traffic accidents for the year 1957.

High lights of the analysis:

1. Fifty-three people were killed in 52 fatal accidents—this is the lowest figure ever recorded in the City of Boston since records of this type have been kept.
2. There were 44 pedestrians, 7 operators, and 2 occupants killed.
3. There were 12,004 nonfatal accidents, 18,451 persons injured, and 1,387 property-damage accidents.

4. Boston's motor vehicle death rate for 1957 was 7.3 per 100,000 compared to over 10 for other cities in our group, and compared to a national average of 22.9.
5. There were 1,154 pedestrian accidents, and the 44 pedestrians killed made up 83 per cent of the total fatalities, while the total pedestrian accidents constituted only 9.3 per cent of all accidents.
6. In the age groups there were 5 youngsters up to age 14 killed (all pedestrians), and there were 17 over 65 years of age killed (all pedestrians).
7. During hours of darkness 34 people were killed, and 29 died during daylight hours.
8. Excessive speed for conditions caused 7 fatalities.
9. There were 3 fatalities at signalized intersections, 17 at intersections with no control, and 27 people died as a result of traffic accidents between intersections.
10. May, October, and December, each with 9 fatalities, were the worst months, and Saturday was the worst day with 10 fatalities.
11. The downtown area with 18 fatalities was the highest of the districts, and West Roxbury with 3 was one of the lowest. This was indeed remarkable for the West Roxbury section where 12 fatalities occurred in 1956, and it was also reflected in the over-all number of traffic accidents with almost a 50 per cent reduction, 1,782 in 1956 as against 926 in 1957.
12. Boston registrations totaled about 191,000 in 1957, about 2,000 less than in 1956.
13. Ratio of injuries to deaths was 348 to 1, an improvement of about 100 to 1 over the previous year.

A Comparative Analysis of Motor Vehicle Fatalities in Boston

FROM JANUARY 1, 1953, THROUGH DECEMBER 31, 1957

	1953	1954	1955	1956	1957
Persons killed	64	65	64	71	53
Pedestrians	48	51	56	52	42
Operator	5	7	5	8	7
Occupants	11	7	3	11	2
Ride stealers	2	1	0	1	0
Bicyclists	0	0	1	1	2
Coasters	0	0	0	0	0
Motorcyclists	0	2	0	0	0
 Males killed	46	46	47	56	34
Male pedestrians	34	37	42	40	27
Females killed	20	19	17	15	19
Female pedestrians	14	14	14	12	17
Adults killed (18 or over)	53	48	59	61	48
Adult pedestrians	42	36	51	45	38
Children killed (under 18)	11	17	5	10	5
Child pedestrian	6	15	5	7	5
Killed during hours of darkness	41	49	48	48	34
Pedestrians darkness	30	39	41	33	29
Killed during daylight hours	23	16	16	23	18
Pedestrians daylight	18	12	15	19	15
Killed by hit and run drivers	10	1	5	3	4
Killed by drunken drivers	6	2	3	2	1
Excessive speeding	—	3	4	15	7
Operators Involved:					
Operators under 25	16	13	16	20	10
Operators 25 or over	33	28	38	42	35
Operators of unknown age	12	10	7	9	7
 By Districts:					
Boston Proper	16	10	18	21	18
Brighton	4	4	6	8	6
Charlestown	1	0	1	4	4
Dorchester	10	15	10	8	5
East Boston	5	2	3	2	3
Hyde Park	2	1	3	2	2
Roxbury	13	12	11	12	6
South Boston	7	13	2	2	5
West Roxbury	4	8	10	12	3

A COMPARATIVE ANALYSIS OF MOTOR VEHICLE FATALITIES IN BOSTON

FROM JANUARY 1, 1953, THROUGH DECEMBER 31, 1957

	1953	1954	1955	1956	1957
Registrations Involved:					
Boston	34	32	34	46	28
Massachusetts (outside Boston)	17	17	22	21	19
Out of State	3	3	3	5	3

Type of Vehicles Involved:

Passenger cars	46	53	50	48	39
Trucks	10	9	6	5	10
Buses	2	1	2	3	0
Taxis	3	0	2	0	1
Motorcycles	0	2	1	0	0
Streetcars	0	0	0	0	0
Railroad cars	0	0	0	0	0

By Months:

January	10	3	6	4	1
February	7	1	6	8	1
March	4	6	6	3	6
April	9	8	7	6	1
May	4	7	1	6	9
June	2	4	2	4	3
July	3	6	4	7	4
August	4	1	0	4	1
September	4	7	6	7	4
October	5	3	6	6	9
November	4	4	11	7	3
December	8	15	9	9	9

Day of the Week:

Sunday	11	8	10	9	8
Monday	3	12	8	11	8
Tuesday	10	10	7	7	8
Wednesday	12	7	9	9	6
Thursday	7	13	4	8	4
Friday	10	9	11	14	7
Saturday	11	6	12	13	10

Locations of Fatalities:

At intersections (no control)	27	35	25	20	17
At signalized intersections	3	7	6	8	7
Between intersections	34	31	31	43	27

Motor Vehicle Fatalities—Concluded.

	1953	1954	1955	1956	1957
Type Accidents (fatal):					
Auto v. pedestrian	47	50	55	44	32
Auto v. auto	4	5	1	5	2
Auto v. truck	0	1	0	2	1
Auto v. fixed object	7	6	4	8	6
Auto v. freight car or streetcar	0	1	0	0	0
Bus v. pedestrian	—	—	—	3	0
Truck v. pedestrian	—	—	—	3	9
Non-collision	1	0	1	1	0
Ran off roadway	0	0	0	1	0
Pedestrians' Actions:					
Crossing intersection diagonally	9	6	7	13	15
From between parked cars . .	4	6	9	6	4
Walking in roadway	4	1	4	9	6
Against traffic	2	1	4	6	6
With traffic	2	0	0	3	0
Standing in safety zone	1	1	0	1	1
Getting on or off streetcar or other vehicle	0	0	2	2	0
Playing in roadway	1	3	1	2	2
Mid-block crossings	13	15	15	13	14
Ran from curb	—	—	—	2	0
Working in roadway	—	—	—	—	1
Pedestrian Accidents by Districts:					
Boston Proper	—	—	—	—	333
Brighton	—	—	—	—	72
Charlestown	—	—	—	—	56
Dorchester	—	—	—	—	213
East Boston	—	—	—	—	57
Hyde Park	—	—	—	—	20
Roxbury	—	—	—	—	219
South Boston	—	—	—	—	94
West Roxbury	—	—	—	—	89

Pedestrian accidents by districts not listed for the years 1953, 1954, 1955, 1956

LOCATION	District	Date	Time	Type	Killed	Age	Sex	Driver Registration	Driver Age	Remarks
Rutherford av.	Charlestown	1-6	1.30 A.M.	Motor vehicle v. fixed object	Operator	48	M	Connecticut	48	Had been drinking
136 Massachusetts av.	Boston Proper	2-22	2.55 A.M.	Motor vehicle v. pedestrian	Pedestrian	64	M	Unknown	64	Hit and run, speeding
Albany st. (near East Canton)	Boston Proper	3-1	11.15 P.M.	Motor vehicle v. pedestrian	Pedestrian	60	M	Boston	60	Walking in roadway
Centre and Goldsmith sts.	W. Roxbury	3-8	7.20 P.M.	Motor vehicle v. pedestrian	Pedestrian	62	F	Braintree	19	At intersection
Opposite 1121 Saratoga st.	East Boston	3-17	8.00 P.M.	Motor vehicle v. pedestrian	Pedestrian	68	F	Winthrop	26	Between intersection
20 Ashfield st.	W. Roxbury	3-20	10.20 A.M.	Truck v. pedestrian	Pedestrian	69	M	Boston	32	Working truck
Allston st. and Commonwealth av.	Brighton	3-21	8.50 P.M.	Motor vehicle v. pedestrian	Pedestrian	58	F	Lynn	21	At intersection
Dorchester and West First sts.	South Boston	3-24	1.05 A.M.	Motor vehicle v. fixed object	Unknown	18	M	South Boston	—	Speed, off road
30 Braddock pk.	Boston Proper	4-28	7.00 P.M.	Motor vehicle v. pedestrian	Pedestrian	5	F	Roxbury	38	Between parked cars
Hyde Park av. (nr. Reservation rd.)	Hyde Park	5-4	1.10 P.M.	Motor vehicle v. fixed object	Operator	64	M	Hyde Park	61	Ran off road
Hyde Park av. and West st.	Hyde Park	5-8	8.20 P.M.	Truck v. pedestrian	Pedestrian	53	M	Wollaston	40	Intersection crossing
Parker and Station sts.	Roxbury	5-13	4.55 P.M.	Motor vehicle v. pedestrian	Pedestrian	51	M	Boston	55	Crossing diagonally
Rutherford av. (on overpass)	Charlestown	5-18	10.30 A.M.	Motor vehicle v. fixed object	Operator	53	F	Reading	53	Taken ill, car out of control
Tremont st. (near Rutland sq.)	Boston Proper	5-19	2.18 A.M.	Motor vehicle v. pedestrian	Pedestrian	61	M	Roxbury	32	Front parked car
Opposite 740 Commonwealth av.	Boston Proper	5-25	1.00 A.M.	Motor vehicle v. pedestrian	Pedestrian	25	M	Unknown	—	Hit and run
494 Summer st.	South Boston	5-28	1.35 A.M.	Motor vehicle v. motor veh.	Operator	31	M	South Boston	31	Speeding, stolen car
Columbia rd. and Stoughton st.	Dorchester	5-29	11.00 P.M.	Motor vehicle v. pedestrian	Pedestrian	67	M	Quincy	—	At intersection
196 Tranton st.	East Boston	5-30	10.10 A.M.	Motor vehicle v. pedestrian	Pedestrian	3	M	East Boston	69	Between parked cars
Clarendon st. and Columbus av.	Boston Proper	6-1	12.12 A.M.	Motor vehicle v. pedestrian	Pedestrian	54	F	Everett	30	At intersection
698 Tremont st.	Boston Proper	6-7	8.50 A.M.	Truck v. pedestrian	Pedestrian	79	F	Cambridge	45	Behind parked car
Boylston and Jersey sts.	Boston Proper	6-17	9.35 A.M.	Motor vehicle v. truck	Operator	61	M	Medford	20	Intersection collision
Dorchester av. and O'Connor Way	South Boston	7-8	9.05 A.M.	Truck v. pedestrian	Pedestrian	76	F	N. Abington	23	Crossing diagonally
Caul ridge and Warren sts.	Brighton	7-16	11.25 P.M.	Motor vehicle v. pedestrian	Pedestrian	48	F	Newton	37	Against signal
314 Reponset av.	Dorchester	7-20	1.46 A.M.	Motor vehicle v. fixed object	Operator	27	M	Dorchester	27	Off road
Opposite 624 Blue Hill av.	Dorchester	7-28	12.50 A.M.	Motor vehicle v. pedestrian	Pedestrian	72	F	Maine	—	Between intersection
East Third and West Third sts.	South Boston	8-12	12.10 P.M.	Truck v. pedestrian	Pedestrian	10	M	Cambridge	22	Passenger on handle bars of bicycle
Opposite 60 Gove st.	East Boston	9-3	2.50 P.M.	Truck v. pedestrian	Pedestrian	3	F	Providence	—	Behind parked cars
Celumbia rd. and Seaver st.	Dorchester	9-9	8.15 P.M.	Motor vehicle v. pedestrian	Pedestrian	70	F	Dorchester	—	Against signal
Chamber and Water sts.	Charlestown	9-17	4.30 P.M.	Truck v. pedestrian	Pedestrian	64	M	Boston	58	Brakes on car failed
5018 Washington st.	W. Roxbury	9-27	10.00 P.M.	Motor vehicle v. pedestrian	Pedestrian	50	F	Hyde Park	42	Mid-block crossing
1414 Washington st.	Boston Proper	10-3	3.00 P.M.	Motor vehicle v. pedestrian	Pedestrian	55	F	South Boston	29	Mid-block crossing
217 North Beacon st.	Brighton	10-5	1.55 A.M.	Motor vehicle v. pedestrian	Pedestrian	42	F	Cambridge	19	Mid-block crossing
Lenox and Tremont sts.	Roxbury	10-9	7.10 P.M.	Motor vehicle v. pedestrian	Pedestrian	70	M	Brookline	53	At intersection
Alford st.	Charlestown	10-15	1.50 A.M.	Truck v. pedestrian	Pedestrian	41	M	Maine	30	Mid-block crossing
East Newton st. and Harrison av.	Boston Proper	10-17	8.25 P.M.	Motor vehicle v. pedestrian	Pedestrian	67	M	Cambridge	47	At intersection
Albany st. and Massachusetts av.	Boston Proper	10-18	7.25 P.M.	Motor vehicle v. pedestrian	Pedestrian	50	M	Michigan	34	Bicyclist against traffic
Opposite 197 Cambridge st.	Brighton	10-19	1.25 A.M.	Motor vehicle v. pedestrian	Pedestrian	35	M	Wellesley	21	Mid-block crossing

Comparative Study of Pedestrian Fatalities

BY DISTRICTS	1953	1954	1955	1956	1957
Boston Proper (downtown) .	14	7	16	16	17
Brighton	4	4	5	6	5
Charlestown	0	0	1	1	2
Dorchester	7	13	8	7	5
East Boston	1	2	2	1	3
Hyde Park	2	1	3	2	1
Roxbury	10	11	11	9	5
South Boston	6	9	2	2	3
West Roxbury	4	4	8	8	3
	—	—	—	—	—
Totals	48	51	56	52	44
At intersections	22	28	25	16	13
Between intersections	26	24	31	30	13
Against traffic	0	21	41	9	1
With traffic	0	1	13	2	0
At signalized intersection	0	4	7	5	3
Against signal	0	3	7	3	3
With signal	0	1	0	2	0

AGE GROUPS OF PEDESTRIANS KILLED

0- 4	3	9	1	2	3
5- 9	3	3	3	3	1
10-14	—	3	—	2	1
15-17	2	2	2	—	—
18-24	1	—	1	—	—
25-34	2	—	—	1	2
35-44	—	—	3	4	2
45-54	6	3	3	4	8
55-64	12	7	20	10	10
65-74	10	10	12	16	15
75 and over	9	14	10	10	2
Not stated	—	1	1	—	—
	—	—	—	—	—
Totals	48	52	56	52	44

TIME OF DAY PEDESTRIANS KILLED

MID. to 7.00 A.M.	15	5	10	11	10
7.01 A.M.—10.00 A.M.	1	0	3	1	2
10.01 A.M.— 4.00 P.M.	9	9	6	3	8
4.01 P.M.— 7.00 P.M.	11	10	12	17	6
7.01 P.M.—MIDNIGHT	12	28	25	20	18
	—	—	—	—	—
Totals	48	52	56	52	44

Comparative Study of Motor Vehicle Traffic Accidents

	1953	1954	1955	1956	1957
Total accidents reported	10,849	13,008	14,058	14,701	13,399
Personal injury accidents	8,437	10,261	11,138	11,280	12,000
Property damage accidents	2,412	2,682	2,859	3,354	1,388
Persons injured	14,541	15,603	17,820	17,413	18,455
Male	9,156	9,825	11,607	11,409	12,177
Female	5,385	5,778	6,213	6,004	6,278
Pedestrians injured in traffic	1,508	1,983	1,453	1,342	1,244
Average injuries per accident	1.34	1.28	1.12	1.25	1.33
Bicyclists injured	79	102	223	178	89
Coasters injured	5	12	4	18	5
Accidents by hit and run	84	67	67	94	281
Accidents involving liquor	265	171	71	201	280
Accidents involving taxis	241	206	199	287	714
Registrations of Vehicles in Accidents:					
City of Boston registrations	—	—	9,841	10,221	12,847
Massachusetts registrations, outside Boston	—	—	4,498	4,937	6,034
Out of state registrations	—	—	843	946	1,362
Accidents AT intersections	5,533	7,675	8,013	8,516	6,963
Accidents BETWEEN intersections	5,316	5,333	6,045	6,185	6,428
Time of day accidents occurred:					
MIDNIGHT- 7.00 A.M.	2,238	2,602	2,898	2,793	3,558
7.00 A.M.-10.00 A.M.	739	691	610	882	646
10.00 A.M.- 4.00 P.M.	2,605	2,649	2,818	3,087	2,328
4.00 P.M.- 7.00 P.M.	2,495	2,991	3,092	3,234	1,874
7.00 P.M.-MIDNIGHT	2,772	4,075	4,640	4,705	4,985
Accidents by Districts:					
Boston Proper (downtown)	—	—	—	4,116	3,659
Brighton	—	—	—	989	1,100
Charlestown	—	—	—	701	793
Dorchester	—	—	—	2,278	1,736
East Boston	—	—	—	617	739
Hyde Park	—	—	—	546	601
Roxbury	—	—	—	2,558	1,738
South Boston	—	—	—	1,114	1,099
West Roxbury	—	—	—	1,782	926
Motor vehicle registrations in City of Boston	171,236	181,171	195,894	193,508	191,000

Traffic Department Fleet

Thirty-five vehicles in all are maintained and serviced in the Department's garage, including 24 trucks, 7 passenger vehicles, 3 motorized line markers, and one carry-all trailer. A policy of purchasing new vehicles equipped with automatic transmission followed since 1955 has definitely reduced maintenance costs, and increased the efficiency of the fleet. When eventually all vehicles are replaced and are thus equipped, and with the continual vigorous preventive maintenance program as always carried on it is evident that cost of operation will be at a minimum while maximum fleet efficiency will be available for the important operations demanded of the various divisions.

Over 240,000 miles were covered by the Department fleet during 1957 with gasoline consumption totaling 23,451 gallons of gasoline and 1,267 quarts of oil. There was an increase of about 3,000 gallons of gasoline, but a reduction of about 500 quarts of oil over 1956.

•

Traffic Signal Division

During the year 1957 sixteen new sets of traffic signals were put into operation at the following locations:

Ward 2	Bunker Hill street at White Fund Pool
Ward 2	Bunker Hill street and Lowney Way
Ward 2	Alford street at Boston Edison Company
Ward 4	Forsyth street, Ruggles street, and Whittier street
Ward 6	D street and Summer street
Ward 6	Harbor street and Summer street
Ward 6	Summer street and viaduct to Commonwealth Pier
Ward 8	Eustis street, Washington street, and Williams street
Ward 9	Columbus avenue, Station street, and Tremont street
Wards 9, 11	Columbus avenue and Tremont street
Ward 9	Arnold street and Washington street
Ward 11	Centre street, Columbus avenue, and Heath street
Ward 11	Amory street, Centre street, and Ritchie street
Wards 14, 18	Blue Hill avenue, Fessenden street, and Wellington Hill street
Ward 21	Commonwealth avenue and Fordham road
Ward 21	Commonwealth avenue and Spofford road

The following traffic signal installations are nearing completion and should be ready for operation early in 1958:

Wards 5, 21	Blandford street, Commonwealth avenue, and Sherborn street
Ward 11	Brinton street, Marcella street, and Washington street
Ward 13	Belfort street, Dorchester avenue and Victoria street
Ward 17	Norfolk street and Stanton street
Ward 18	Babson street and Fremont street
Ward 18	River street at entrance to Boston Sanatorium
Ward 18	River street at Reverend Francis A. Ryan Playground
Ward 22	Faneuil street and Parsons street

The total number of traffic signal installations, including warning flashers and bridge signals now being maintained by this department is 371, comprising 1,614 signal posts, 2,386 signal faces, and 7,326 signal lamps.

Modern signal controllers were substituted for obsolete controllers for more efficient operation at the following locations in the Unit 1 (Downtown) signal system:

Beacon street, School street, and Tremont street.

Boylston street, Charles street, and Park square.

Boylston street, Essex street, and Washington street.

Boylston street and Tremont street.

Broadway and Harrison avenue (pedestrian push button operation).

Stuart street and Tremont street (pedestrian push button operation).

Court street, State street, and Washington street.

Kneeland street, Stuart street, and Washington street.

Summer street, Washington street, and Winter street.

Additional signal indications for improved operation were added to the following signalized intersections:

Avery street, Mason street, and Tremont street.

Avery street, Hayward place, and Washington street.

Berkeley street and Commonwealth avenue.

American Legion Highway and Blue Hill avenue.

Blue Hill avenue, Harvard street, and Talbot avenue.

Columbus avenue and Ruggles street.

Columbus avenue and Ritchie street.

Franklin street and Washington street.

Massachusetts avenue at Boston Edison Company.

Massachusetts avenue and Newbury street.

Commonwealth avenue and Harvard street.

Commonwealth avenue, Kelton street, and Warren street.

Commonwealth avenue and Griggs street.

Commonwealth avenue and Allston street.

During 1957 the flashing signals were removed from the Massachusetts Avenue Bridge over the New York, New Haven & Hartford Railroad (near St. Botolph Street) due to bridge reconstruction and removal of the center bridge girders.

TRAFFIC SIGNAL INSTALLATIONS

Unit I (Downtown system)

47 pretimed
4 pedestrian flashers
3 warning flashers

Unit II (Back Bay system)

66 pretimed
2 warning flashers

Isolated

106 pretimed
84 pedestrian flashers
2 traffic-actuated
54 warning flashers
3 bridge signals (manual)

Totals

219 pretimed
88 pedestrian flashers
2 traffic-actuated
59 warning flashers
3 bridge signals

—
371 Grand Total

**VARIOUS TRAFFIC RULES VOTED
AND ESTABLISHED DURING 1957**

Traffic Rules Added in 1957 and Total District Distribution

STOP STREETS

Net votes added in 1957 — 42.

District Distribution of Existing Permanent Votes December 31, 1957:

Boston Proper	.	.	.	.	.	.	.	60
Brighton	.	.	.	.	.	.	.	39
Charlestown	.	.	.	.	.	.	.	14
Dorchester	.	.	.	.	.	.	.	68
East Boston	.	.	.	.	.	.	.	13
Hyde Park	.	.	.	.	.	.	.	6
Roxbury	.	.	.	.	.	.	.	70
South Boston	.	.	.	.	.	.	.	17
West Roxbury	.	.	.	.	.	.	.	73
Total	.	.	.	.	.	.	.	360

HEAVY COMMERCIAL VEHICLES EXCLUDED

District Distribution of Existing Permanent Votes December 31, 1957:

Boston Proper	.	.	.	.	.	.	.	5
Brighton	.	.	.	.	.	.	.	11
Charlestown	.	.	.	.	.	.	.	9
Dorchester	.	.	.	.	.	.	.	16
East Boston	.	.	.	.	.	.	.	0
Hyde Park	.	.	.	.	.	.	.	0
Roxbury	.	.	.	.	.	.	.	4
South Boston	.	.	.	.	.	.	.	3
West Roxbury	.	.	.	.	.	.	.	17
Total	.	.	.	.	.	.	.	65



+ 3669. 143

Annual Report

OF THE

Boston Traffic Department

FOR THE

YEAR ENDING DECEMBER 31, 1958



ADMINISTRATIVE SERVICES
PRINTING SECTION
1959



[DOCUMENT 21 — 1959.]



ANNUAL REPORT
OF THE
BOSTON TRAFFIC DEPARTMENT

FOR THE YEAR ENDING DECEMBER 31, 1958.

Boston, January 15, 1959.

HON. JOHN B. HYNES,
Mayor of Boston.

DEAR SIR:

I have the honor to submit herewith the annual report of the Boston Traffic Department for the year ending December 31, 1958.

Respectfully submitted,

TIMOTHY J. O'CONNOR,
Traffic Commissioner.

Boston City Messenger
Oct. 27, 1959

Index

	PAGE
ADMINISTRATION	9-12
EXPENDITURES	8
INVESTIGATION DIVISION	14
MEMBERS OF THE BOSTON TRAFFIC COMMISSION	4
PAINT AND SIGN DIVISION	15
PARKING METER DIVISION	16
RULES AND REGULATIONS ENACTED IN 1958 .	31-33
SAFETY EDUCATION DIVISION	17-25
STATISTICS FOR QUICK REFERENCE	6, 7
TRAFFIC SIGNAL DIVISION	26-28
TRAFFIC DEPARTMENT FLEET	29

Members of the Boston Traffic Commission

TIMOTHY J. O'CONNOR	.	.	.	.	.	<i>Chairman</i>
LEO J. SULLIVAN	.	.	.	.	.	<i>Associate Commissioner</i>
GEORGE G. HYLAND	.	.	.	.	.	<i>Associate Commissioner</i>
To April 15, 1958						
FRANK R. KELLEY	.	.	.	.	.	<i>Associate Commissioner</i>
HERMAN CARP	.	.	.	.	.	<i>Associate Commissioner</i>
ROBERT P. SHEA	.	.	.	.	.	<i>Associate Commissioner</i>
WILLIAM T. DOYLE	.	.	.	.	.	<i>Executive Secretary</i>
JOSEPH M. GALEOTA	.	.	.	.	.	<i>Chief Traffic Engineer</i>

GENERAL SERVICES

Statistics for Quick Reference

Area of the City—47.81 square miles

Bus Stop Permits—New in 1958:

Metropolitan Transit Authority—32

Canceled in 1958:

Metropolitan Transit Authority—13

Total existing bus stops December 31, 1958 1,444

Employees—119

Expenditures—\$767,411.17

Loading Zones—Paid loading zones renewed in 1958 919

No charge (churches, schools, hospitals, etc.)

35,276 linear feet painted 352

Total existing loading zones December 31, 1958 1,271

Part Public Streets—215; private ways, 1,847 (approximately 118 miles); bridges, 191

Parking Facilities—(North of Massachusetts avenue) inner and outer cordon

Inner cordon: Open-air lots 7,683

Privately owned public garages 4,803

City-owned garages 3,985

Metered on-street spaces 1,873

Total car spaces 18,344

Outer cordon: Open-air lots 2,378

Privately owned public garages 4,818

City-owned garages 625

Metered on-street spaces 1,597

Total car spaces 9,418

27,762

Parking Meters—8,319 (including all districts)

Permits—(Special temporary)

Parade permits issued during 1958 94

Emergency (road construction, etc.) 201

Total 295

Population—724,700 (1955 Massachusetts decennial census)

Public Alleys—83

Public Streets—3,250 (approximately 742 miles); parkways—7.2 miles

Revenue—Parking meters \$497,437 94

Loading zones 50,059 00

Direction sign fees 290 00

Total \$547,786 94

Roadway Painting and Traffic Signs:

Miles of roadway painted	213
New traffic signs installed	2,763
Old signs replaced (estimated)	4,381
Total permanent traffic signs maintained (estimated)	22,211

Speed Distribution Studies:

Number of studies made with radar equipment	1
Number studies zoned	1

Traffic Engineering Studies and Investigations:

Miscellaneous investigations	175
Parking studies made	22
Special investigations as result of correspondence	883

Traffic Rules:

	New in 1958	Rescinded in 1958
Heavy commercial vehicles excluded	7	6
One-way streets	82	27
Parking prohibitions	364	125
Stop streets	88	6

Traffic Signal Installations:

Automatic stop and go	226
Pedestrian flashers	102
Warning flashers	59
Bridge signals (manual)	4
Vehicle actuated	2
Totals	393

Vehicle Registrations in Municipal Boston (passenger cars and commercial vehicles):

1958	186,000
1957	191,650
1956	193,508
1940	82,590

Vehicular Counts:

Number of intersection counts taken	150
1958 volume counts (estimated):	
Inner cordon	200,000
Outer cordon	270,000

Violations of Parking Rules (tags issued by Police Department):

	Tags	Fees
Downtown	104,950	
Uptown	232,740	
Total	337,690	\$310,732 00
Court cases	30,185	57,100 00
		<u>\$367,832 00</u>

Comparative Traffic Commission Expenditures

1. Personal Services	1957	1958
Permanent employees	\$518,904 55	\$510,973 07
Temporary employees	2,605 20	2,861 40
Overtime	3,638 91	4,328 45
	<hr/> \$524,248 66	<hr/> \$518,162 92
2. Contractual Services		
Communications	\$4,122 34	\$4,144 97
Light, heat and power	44,116 10	51,159 63
Repairs and maintenance of buildings and structures	5,859 21	4,437 60
Repairs and servicing of equip- ment	6,917 32	5,257 32
Transportation of persons	4,375 98	4,519 01
Miscellaneous contractual serv- ices	42,516 99	78,262 58
	<hr/> \$107,907 94	<hr/> \$147,781 11
3. Supplies and Materials		
Automotive supplies and ma- terials	\$7,021 99	\$6,072 06
Heating supplies and materials	3,037 38	3,004 17
Household supplies and ma- terials	1,141 70	1,629 62
Medical, dental and hospital supplies and materials	8 06	—
Office supplies and materials	4,227 23	2,394 05
Miscellaneous supplies and ma- terials	68,570 76	71,487 41
	<hr/> \$84,007 12	<hr/> \$84,587 31
4. Current Charges and Obligations		
Miscellaneous current charges and obligations	\$1,531 63	\$806 50
5. Equipment		
Automotive equipment	\$5,188 00	—
Office furniture and equipment	1,065 21	\$523 21
Miscellaneous equipment	14,260 07	15,550 12
	<hr/> \$20,513 28	<hr/> \$16,073 33
Grand totals	\$738,208 63	\$767,411 17

Administration

There were seventeen formal meetings of the Traffic Commission during the year 1958.

Varied changes in the regulations were made through the year as a result of changes in traffic occasioned by construction of the Central Artery, the Southeast Expressway, and other roadway improvements throughout the city. Some of the major factors that were voted by the Commission were the alteration of the all-night parking rule to allow relief in congested residential areas, resulting in a change in the time in most areas, prohibiting parking from 8 A.M. to 6 P.M., where formerly no parking any time existed. Thus, together with the alternate parking rule (odd and even) instituted in 1957, it would relieve conditions for snow removal, street cleaning, and free access for fire apparatus in narrow streets.

The Traffic Commission ruling for the nonpayment of parking meter fees for the usual two-hour period throughout the city on Saturday, passed in 1957 for a temporary period, was extended, as it proved a definite factor in encouraging Saturday shoppers to patronize Boston merchants.

Several consultations with the Greater Boston Chamber of Commerce and the Boston Retail Trade Board were also held during the year relative to various improvements in the downtown area, including the extension of the towing area and the increase of meter fees from 5 cents to 10 cents per hour in the downtown business district. It was pointed out that the advantage of increased meter fees in the downtown area would not only encourage the observation of the regulations and facilitate enforcement, it would result in the removal of the strong temptation to park overtime and encourage greater use of the off-street parking facilities. It was felt, then, that the turnover of the 2,000 metered on-street parking spaces could provide from 10,000 to 15,000 available parking spaces for the short-time shopper in the downtown area and would thus afford considerable relief to the stagnated, congested narrow streets in the business district.

Recommendations were also submitted for a uniform set of regulations in the downtown area in respect to towing areas, parking fines, and meter fees.

A bill proposing the towing law extension was subsequently submitted to the Legislature, and the Commission voted to authorize the chairman to request the Mayor that the sum of \$100,000 be appropriated from the Parking Meter Fees Fund for the acquisition of 2,500 new 10-cent per hour parking meters.

On April 15, 1958, Associate Commissioner George G. Hyland, an outstanding member of the Commission as Public Works Commissioner of the City of Boston, tendered his resignation from the services of the city when he accepted the private position of Executive Engineer with the Massachusetts Turnpike Authority. His absence as a member of the Commission will be long felt because his intelligent and faithful contributions to the conduct of the affairs of the Commission was augmented so inspiringly by his display of enthusiasm and energy.

Mr. Robert P. Shea, former division engineer in the Public Works Department and associated with the department for over forty years, was duly appointed to succeed Mr. Hyland by his Honor the Mayor. Commissioner Shea immediately assumed his duties as Associate Commissioner to the Traffic Commission and has since continued to emulate the same energy and interest in its affairs as did his predecessor.

A temporary traffic regulation was put into effect excluding traffic on Temple street and West street for the purpose of restricting those streets to use of pedestrian travel only during parts of retail shopping days. This experiment was the result of a desire to create a "Shopper's Mall" which could be studied and observed for future planning and redesigning of the central business district.

The Dover Street Bridge over the Boston & Albany Railroad was closed to allow for construction of an entirely new bridge of modern design to conform with the construction of the John F. Fitzgerald Expressway in that area. This occasioned a new pattern of traffic flow to accommodate the 20,000 daily users of the bridge during the period of construction.

Progress on the final connecting links of the Expressway continued through the year, and the Southeast Expressway was opened to Freeport street, Dorchester, where motorists now have access to Morrissey Boulevard interchange. State Commissioner of Public Works Anthony DiNatale requested and received additional

funds to enable the contractors to increase their man power and equipment in order that the all-important link from Kneeland street to Freeport street may be completed six months before schedule, with a tentative target date set for June 30, 1959. This would enable the increased summer traffic to take advantage of the entire twenty-mile Expressway connecting Saugus at the extreme end of the Northeast Expressway with Braintree at Route 37 to Route 128 and points south.

Motorists were given a prelude of the widest vehicular tunnel in the world when the Fitzgerald Expressway, or the Central Artery, was opened under Dewey square to Beach street.

This most modern of such tunnels has already indicated to what promising potentials the completed artery will reach with its many access ramps in the downtown area. The multifloor parking garages so strategically located can now afford the desired stimulus to the downtown business area. As in previous years, during the construction of the Expressway, the Commission was constantly prepared to put into effect changes in traffic patterns to facilitate the flow with minimum possible congestion. Police Commissioner Sullivan made available as many men as were required from his traffic division to control the heavy traffic movements throughout the entire area, with the result that traffic, in general, moved along as well as could be expected under the most acute conditions.

The Boston *Globe* moved into its new building on Morrissey Boulevard in May, 1958, thus bringing immense relief to traffic on busy Devonshire street and Washington street, its former location. This modern plant is an example of the improvements the future outlook has in store for Boston business, and the *Globe* is to be commended for this step forward. Ample parking with quick access to speed highways was provided for both its employees and the many daily visitors who wish to inspect Boston's most modern newspaper plant.

Following closely is the new *Herald-Traveler* building under construction in the New York Streets industrial area with similar provisions for ample off-street parking for both employees and visitors. Thus, with the opening scheduled early in 1959, Boston residents will take great pride in the forward look its two great newspapers have created.

After several years of a determined study and comprehensive analysis of motor vehicle traffic accidents throughout the city, the Massachusetts Safety Council made its formal presentation of its Boston Traffic Accident Survey on November 25, with a luncheon at the Boston Gas Company. The study bore out the fact that traffic accidents have more than doubled in the past ten years in the City of Boston and that the most dangerous intersections for traffic accidents are the same year after year.

The report pointed out the ten most dangerous intersections and recommended physical improvements for each. Many of the intersections included in this group will be substantially redesigned as the Central Artery nears completion during 1959, since their location in the proximity of the Expressway will create increased hazards. Others will be studied by our engineering division to determine the proper approach for any improvement which our engineers feel will reduce the accident frequency and maintain an efficient flow of traffic with minimum congestion.

A Boston Citizens Traffic Safety Committee comprised of leading Boston business and civic leaders was also recommended in the report to develop a program of citizen interest and support for improvements. A tentative committee was duly selected as officers of this committee and a date for its first meeting was set for February, 1959.

Massachusetts avenue was declared the most dangerous street in the City of Boston by the report, and strong emphasis was expressed that the Inner Belt should be built without any additional delay and should run parallel to Massachusetts avenue in that area.

The report also recommended pedestrian enforcement legislation for the downtown district and suggested that Boston adopt the Uniform Traffic Ticket System of the American Bar Association.

DEPARTMENTAL ACTIVITIES

Investigation Division

The recapitulation of activities of the Investigation Division is as follows:

Number of directives processed	563
Number of directives issued	301
Number of directives checked	127
Number of directives verified	135

Total	563
-----------------	-----

Special free loading zone investigations	349
Approval of street openings forwarded to Public Works Department	1,184

Temporary votes regulating street construction:

Regular	164
Chapter 90	3
Special	4

Total	171
-----------------	-----

Chapter 90 regulations	4
Special signs for routing	8
Special signs installed permanently	4
Routing of oversize and overweight trucks	22
Special closings (condemned buildings, etc.)	8
Exceptional detours (Fitzgerald and Southeast Express- ways)	2

Signs issued:

Portable (road construction)	473
Chapter 90	128
Chapter 90 signs installed permanently	56
Special detour signs	8

Total	665
-----------------	-----

Auxiliary paper signs issued:

Parade routes	820
Construction	3,000
No parking for caps on meters	850

Total	4,670
-----------------	-------

Paint and Sign Division

The sign shop painted and erected 7,144 traffic signs during the year, of which 2,763 were new signs of varied types and 4,381 were replacements of old signs.

Twenty-five new silk screens were made up replacing old screens of the more popular type signs. The spray booth processed 6,244 metal plates, and 900 aluminum plates were used.

The roadway painting program was performed by private contract once again this year, and following is a summary of type painting completed during the year:

TYPE	LINEAR FEET
Crosswalks	471,086
Center lines	340,280
Lane lines	85,070
Stop lines	27,987
"Slow"	12,900
Curbs	3,420
Loading zones	35,276
Other (parking stalls, special, etc.)	150,000
Total linear feet	1,126,019
Miles of roadway painting	213

Parking Meter Division

The parking meter division maintained a total of 8,319 meters during the year 1958, a slight increase over the 8,298 of 1957. There was no major area of new installations of meters, although several minor additions accounted for the slight increase.

The Commission, after concluding that the temporary ruling allowing parking at meters throughout the city on Saturdays for the two-hour limit without payment of a parking meter fee passed in 1957 did prove successful, voted the rule as permanent. Saturday shoppers are indeed grateful, as is indicated by the reported increase of motor vehicles in shopping areas throughout the city. This, of course, accounts for the noticeable decrease in revenue from parking meter fees over previous years, yet the necessity for control of on-street parking areas still exists during the week with the increased volumes of traffic induced by the approaching completion of the Expressway facility.

Safety Education Division

For the second successive year Boston's motor vehicle fatalities reached an all-time low when 50 people lost their lives in traffic accidents during 1958. When one looks back over the records to 1934 when 143 people, the highest recorded figure, died in traffic accidents in the City of Boston, and at a period when the volume of vehicles operating within the city limits was only 25 per cent of today's volume, he must wonder how such a remarkable record could be possible. The answer is simple enough, and is contained in the continuous emphasis of the three E's — Engineering, Education, and Enforcement.

Through engineering improved road conditions, signal controls at hazardous intersections, extensive studies of causes and effects of traffic patterns are possible. Educating motorists to the new and improved techniques of modern driving has played a most important part in accident reduction through the years. Enforcement agencies have contributed an all-important part in emphasizing to the motorists that they must do their part in obeying the traffic rules and regulations established for their own safety and the safety of the public.

Everyone associated with these all-important factors and motorists themselves deserve the credits for these improvements in traffic conditions today, and it is only with these combined efforts that the City of Boston will continue to enjoy an accident safety record to be proud of.

Statistical high lights of the analysis are as follows:

1. Fatal accidents, 49; persons killed, 50. This is the second successive year that a new low figure for fatal accidents was ever recorded in the City of Boston.
2. Of the 50 killed there were 38 pedestrians, 11 operators, and 1 occupant.
3. Total traffic accidents numbered 13,205, including 11,882 nonfatal, and 1,276 property-damage, all three figures indicating a marked reduction over 1957.
4. There were 1,214 pedestrian accidents, and the 38 pedestrians killed made up 76 per cent of the total fatalities, while the total pedestrian accidents constituted 9.2 per cent of all the accidents.

5. In the age groups there were 4 youngsters up to age 9 killed (all pedestrians), and there were 20 people over age 65, 18 pedestrians and 2 operators.
6. There were 31 people killed during the hours of darkness, and 19 lost their lives in traffic accidents while it was daylight.
7. Speed was a factor in 5 fatal accidents, 16 fatalities occurred at intersections of which 4 were signalized, and 34 died from traffic accidents between intersections.
8. December was the worst month, with 8 fatal accidents, and Thursday was the worst day, with 11. There were 5 fatal accidents between the hours of 2:00 A.M. and 5:30 A.M.
9. The Roxbury district had the highest fatality record with 15, of which 12 were pedestrians; this district also had the most traffic accidents (2,656), this was well above all outlying sections and exceeded only by the downtown section with 3,479.
10. Boston's motor vehicle death rate for 1958 was 6.8 per 100,000 population as against 10.0 for other cities in the same population group, and compared to a national average of 8.3.
11. Ratio of injuries to deaths was 361 to 1, an improvement of 13 over 1957.
12. There were 69 bicycle accidents in 1958, decrease of 20.

FATALITY STUDY — JANUARY 1, 1958, TO DECEMBER 31, 1958

BOSTON TRAFFIC DEPARTMENT

19

LOCATION	District	Date	Time	Type*	Killed	Age	Sex	Registration	Driver Age	Remarks
362 Cambridge st.	Brighton	1-15	12.45 A.M.	MV-Ped	Pedestrian	32	M	Boston	40	Between parked cars
1462 Columbus av.	Roxbury	1-16	10.45 P.M.	Bus-Ped	Pedestrian	50	F	MTA	39	Getting off car
Brighton av. (50' west of Harvard av.)	Brighton	1-22	6.00 P.M.	MV-Ped	Pedestrian	55	F	Wayland	60	Against traffic
Blue Hill av. (50' north of Cheney st.)	Roxbury	1-23	12.10 A.M.	MV-Ped	Pedestrian	41	M	Roxbury	30	Hit and run, driving under
Harrison and Massachusetts avs.	Boston Proper	2-5	2.10 A.M.	TR-Taxi	Operator	23	M	Brockton	32	Cab driver killed
295 Cambridge st.	Brighton	2-25	7.30 P.M.	MV-Ped	Pedestrian	69	M	Newton	—	Hit and run
Tremont and Whittier sts.	Roxbury	2-1	9.55 P.M.	MV-Ped	Pedestrian	38	M	Unknown	—	Hit and run
Foster and Washington sts.	Brighton	3-8	11.50 P.M.	MV-FO	Occupant	16	M	Boston	28	Excessive speed
45 Stoughton st.	Dorchester	3-18	1.45 A.M.	MV-Ped	Pedestrian	42	F	Boston	24	Between intersections
Chandler and Tremont sts.	Boston Proper	3-31	10.35 P.M.	TR-Ped	Pedestrian	54	F	Mail Truck	—	Vehicle in left turn
1417 Centre st.	W. Roxbury	4-3	6.40 P.M.	MV-Peds	Pedestrian	{49 65}	{M M}	Boston	65	Between intersections
1509 Blue Hill av.	Dorchester	4-6	9.40 P.M.	MV-Ped	Pedestrian	68	F	Holbrook	20	Between parked cars
Boylston and Dartmouth sts.	Boston Proper	4-7	1.05 A.M.	MV-Ped	Pedestrian	68	M	Needham	34	Passing other car
Gardena and Market sts.	Erlington	4-15	1.10 P.M.	MV-Ped	Pedestrian	9	M	Waban	48	Crossing diagonally
American Legion Highway and Curley st.	W. Roxbury	5-3	1.00 A.M.	MV-FO	Operator	38	M	Boston	38	Speeding
Cambridge and Lincoln sts.	Brighton	5-4	12.25 A.M.	MV-Ped	Pedestrian	56	M	Boston	20	Vehicle in right turn
948 Tremont st.	Roxbury	5-6	9.45 P.M.	Taxi-Ped	Pedestrian	87	M	Boston	50	Skid, wet tracks
Blue Hill av. and Seaver st.	Roxbury	6-6	7.15 P.M.	MV-Ped	Pedestrian	2	M	Boston	20	Crossing diagonally, against signals
1124 Blue Hill av.	Dorchester	6-11	8.55 P.M.	MV-Ped	Pedestrian	65	M	Boston	18	Crossing between intersections
191 Savin Hill av.	Dorchester	6-15	4.20 A.M.	MV-FO	Operator	22	M	Boston	22	Drunken driving
905 Blue Hill av.	Dorchester	6-15	3.45 A.M.	MV-FO	Operator	64	M	Boston	64	Struck tree
801 Blue Hill av.	Dorchester	6-19	1.15 A.M.	MV-Ped	Pedestrian	74	M	Dedham	35	Hit and run, speeding
Massachusetts av. (75' north of Beacon st.)	Boston Proper	7-4	12.30 A.M.	MV-Ped	Pedestrian	53	M	Cambridge	34	Between intersections
Tremont st. (near Union)	Boston Proper	7-12	12.05 A.M.	MV-Ped	Pedestrian	35	M	Norwood	27	Hit and run, driving under
330 Brookline av.	Roxbury	7-22	5.30 P.M.	MV-TR	Operator	22	F	Bos. Wat.	22	Volkswagon ran into truck rear end
206 Neponset av.	Dorchester	7-23	10.18 A.M.	Bus-Ped	Pedestrian	54	M	Quincy	—	Eastern Massachusetts bus
Northfield and Tremont sts.	Roxbury	8-4	9.30 P.M.	MV-Ped	Pedestrian	78	M	—	—	Hit and run
India st.—Fitzgerald Highway Under	Boston Proper	8-6	12.05 P.M.	TR-Ped	Pedestrian	63	M	New Bedford	39	Turned wrong direction
4 Kemp st.	South Boston	8-16	2.35 P.M.	MV-FO	Operator	73	M	Boston	73	Lost control
Cummins Highway (near Sherwood st.)	W. Roxbury..	9-4	4.50 P.M.	MV-Ped	Pedestrian	84	M	Roslindale	60	Crossing diagonally

FATALITY STUDY — JANUARY 1, 1958, TO DECEMBER 31, 1958 — Concluded

LOCATION	District	Date	Time	Type*	Killed	Age	Sex	Registration	Driver Age	Remarks
35 Fidelis Way.....	Brighton	9-4	6.50 P.M.	MV-Ped	Pedestrian	6	M	Brookline	22	Fell off ear hood
93 Warren st.....	Roxbury	9-21	7.35 P.M.	MV-Ped	Pedestrian	80	M	Boston	45	Driving under
3348 Washington st.....	W. Roxbury	10-10	6.15 P.M.	MV-TR	Operator	78	M	Connecticut	38	Signal violation
Union Park and Washington sts.....	Boston Proper	10-24	8.50 P.M.	MV-Ped	Pedestrian	54	M	Waltham	21	Operating negligently
4246 Washington st.....	W. Roxbury	10-21	5.25 A.M.	MV-Ped	Pedestrian	78	M	Boston	45	Between intersection
459 Dudley st.....	Roxbury	10-27	9.57 P.M.	MV-Ped	Pedestrian	38	M	Unknown	—	Hit and run
123 Centre st.....	Roxbury	10-29	3.28 P.M.	MC-MC	Operator	22	M	Boston	22	Passing too close
Regent and Warren sts.....	Roxbury	11-1	1.20 P.M.	MV-Ped	Pedestrian	72	F	Boston	35	Stepping off curb
Kendall and Tremont sts.....	Roxbury	11-6	12.21 A.M.	MV-Ped	Pedestrian	75	M	Boston	36	Crossing diagonally
668 Dudley st.....	Roxbury	11-13	4.50 P.M.	MV-Ped	Pedestrian	6	F	Boston	29	Between intersections
Eustis and Hampden sts.....	Roxbury	12-2	8.30 P.M.	MV-MV	Operator	29	M	Roxbury	36	Excessive speed
Boylston and Kilmarnock sts.....	Boston Proper	12-5	6.55 P.M.	MV-Ped	Pedestrian	70	M	Wareham	39	Crossing diagonally
189 Lamartine st.....	W. Roxbury	12-6	1.45 P.M.	MV-Ped	Pedestrian	72	F	Boston	74	Between parked cars
Bellevue and Centre sts.....	W. Roxbury	12-14	10.45 A.M.	MV-Ped	Pedestrian	75	F	Boston	33	Crossing diagonally
359 Meridian st.....	East Boston	12-21	8.02 P.M.	MV-Ped	Pedestrian	77	M	Boston	19	Between parked cars
Dorchester av. at Railroad Bridge									35	
Abutment near Andrew sq.....	South Boston	12-24	6.22 P.M.	MV-FO	Operator	29	M	Boston	29	Speeding
401 Summer st.....	South Boston	12-25	4.00 A.M.	MV-TR	Operator	23	M	Boston	—	Sideswiping
1306 Tremont st.....	Roxbury	12-25	6.20 P.M.	MV-Ped	Pedestrian	59	F	Boston	39	Driving under

* MV — motor vehicle; Ped — pedestrian; FO — fixed object; TR — truck; MC — motorcycle

SUMMARY

TOTAL ACCIDENTS	49	ACTIONS OF OPERATORS:	7
TOTAL PERSONS KILLED	50	Hit and run	4
		Driving under	5
PERSONS KILLED:		Speed	10
Pedestrians	38	Negligence	2
Operators	11	Vehicle in turn	1
Occupants	1	Lost control	1
		Skid	1
TYPE ACCIDENTS:		ACTIONS OF PEDESTRIANS:	
MV - PED	37	Crossing between, behind, or in front of parked cars	4
MV - FO	6	Crossing at intersection	9
MV - MV	5	Crossing between intersections	5
MC - MC	1	Walking against traffic in roadway	1
VEHICLES INVOLVED:		Walking against signal	1
Passenger cars	46	Falling off vehicle	2
Taxis	2	Getting off other vehicle	1
Trucks	6		
Buses	2		

A Comparative Analysis of Motor Vehicle Fatalities in Boston

FROM JANUARY 1, 1954, THROUGH DECEMBER 31, 1958

	1954	1955	1956	1957	1958
Persons killed	65	64	71	53	50
Pedestrians	52	56	52	42	38
Operators	7	5	8	7	11
Occupants	7	3	11	2	1
Ride stealers	1	0	1	0	0
Bicyclists	0	1	1	2	0
Coasters	0	0	0	0	0
Motorcyclists	2	0	0	0	1
Males killed	46	47	56	34	39
Male pedestrians	38	42	40	27	28
Females killed	19	17	15	19	11
Female pedestrians	14	14	12	17	10
Adults killed (18 or over)	48	59	61	48	45
Adult pedestrians	37	51	45	38	34
Children killed (under 18)	17	5	10	5	5
Child pedestrians	15	5	7	5	4
Killed during hours of darkness	49	48	48	34	31
Pedestrians — darkness	39	41	33	29	24
Killed during daylight hours	16	16	23	18	19
Pedestrians — daylight	12	15	19	15	14
Killed by hit and run drivers	1	5	3	4	7
Killed by drunken drivers	2	3	2	1	5
Excessive speeding	3	4	15	7	5
Operators Involved:					
Operators under 25	13	16	20	10	11
Operators 25 or over	28	38	42	35	32
Operators of unknown age	10	7	9	7	7
By Districts:					
Boston Proper	10	18	21	18	9
Brighton	4	6	8	6	7
Charlestown	0	1	4	4	0
Dorchester	15	10	8	5	7
East Boston	2	3	2	3	1
Hyde Park	1	3	2	2	0
Roxbury	12	11	12	6	15
South Boston	13	2	2	5	3
West Roxbury	8	10	12	3	8

A COMPARATIVE ANALYSIS OF MOTOR VEHICLE FATALITIES IN BOSTON

FROM JANUARY 1, 1954, THROUGH DECEMBER 31, 1958

	1954	1955	1956	1957	1958
Registrations Involved:					
Boston	32	34	46	28	32
Massachusetts (outside Boston) .	17	22	21	19	15
Out of state	3	3	5	3	2

Type of Vehicles Involved:

Passenger cars	53	50	48	39	44
Trucks	9	6	5	10	6
Buses	1	2	3	0	2
Taxis	0	2	0	1	2
Motorcycles	2	1	0	0	2
Streetcars	0	0	0	0	0
Railroad cars	0	0	0	0	0

By Months:

January	3	6	4	1	4
February	1	6	8	1	3
March	6	6	3	6	3
April	8	7	6	1	5
May	7	1	6	9	3
June	4	2	4	3	5
July	6	4	7	4	4
August	1	0	4	1	3
September	7	6	7	4	3
October	3	6	6	9	5
November	4	11	7	3	4
December	15	9	9	9	8

Day of the Week:

Sunday	8	10	9	8	7
Monday	12	8	11	8	4
Tuesday	10	7	7	8	7
Wednesday	7	9	9	6	8
Thursday	13	4	8	4	11
Friday	9	11	14	7	5
Saturday	6	12	13	10	8

Locations of Fatalities:

At intersections (no control) .	35	25	20	17	12
At signalized intersections .	7	6	8	7	4
Between intersections . . .	31	31	43	27	34

Motor Vehicle Fatalities — Concluded

	1954	1955	1956	1957	1958
Type of Accidents (Fatal):					
Auto vs. pedestrian	50	55	44	32	37
Auto vs. auto	5	1	5	2	2
Auto vs. truck	1	0	2	1	3
Auto vs. fixed object	6	4	8	6	6
Auto vs. freight car or streetcar	1	0	0	0	0
Bus vs. pedestrian	0	0	3	0	2
Truck vs. pedestrian	0	0	3	9	2
Noncollision	0	1	1	0	0
Ran off roadway	0	0	1	0	0
Motorcycle vs. motorcycle	0	0	0	0	1

Pedestrians' Actions in Fatal Accidents:

Crossing intersection diagonally .	6	7	13	15	5
From between parked cars . . .	6	9	6	4	4
Walking in roadway	1	4	9	6	3
Against traffic	1	4	6	6	1
With traffic	0	0	3	0	2
Standing in safety zone	1	0	1	1	0
Getting on or off streetcar or other vehicle	0	2	2	0	1
Playing in roadway	3	1	2	2	0
Mid-block crossings	15	15	13	14	12
Ran from curb	0	0	2	0	1
Working in roadway	0	0	0	1	0

Pedestrian Accidents by Districts:

Boston Proper	—	—	—	333	359
Brighton	—	—	—	72	65
Charlestown	—	—	—	56	45
Dorchester	—	—	—	213	216
East Boston	—	—	—	57	68
Hyde Park	—	—	—	20	21
Roxbury	—	—	—	219	264
South Boston	—	—	—	94	71
West Roxbury	—	—	—	89	105

Pedestrian accidents by districts not listed for the years 1954, 1955, 1956.

Comparative Study of Pedestrian Fatalities

BY DISTRICTS	1954	1955	1956	1957	1958
Boston Proper (downtown)	7	16	16	17	8
Brighton	5	5	6	5	6
Charlestown	0	1	1	2	0
Dorchester	13	8	7	5	5
East Boston	2	2	1	3	1
Hyde Park	1	3	2	1	0
Roxbury	11	11	9	5	12
South Boston	9	2	2	3	0
West Roxbury	4	8	8	3	6
	—	—	—	—	—
Totals	52	56	52	44	38
At intersections	28	25	16	13	9
Between intersections	24	31	30	13	4
Against traffic	21	41	9	1	1
With traffic	1	13	2	0	2
At signalized intersection	4	7	5	3	4
Against signal	3	7	3	3	1
With signal	1	0	2	0	0

AGE GROUPS OF PEDESTRIANS KILLED

0-4	9	1	2	3	1
5-9	3	3	3	1	2
10-14	3	0	2	1	0
15-17	2	2	0	0	0
18-24	0	1	0	0	0
25-34	0	0	1	2	0
35-44	0	3	4	2	6
45-54	3	3	4	8	6
55-64	7	20	10	10	6
65-74	10	12	16	15	8
75 and over	14	10	10	2	8
Not stated	1	1	0	0	1
	—	—	—	—	—
Totals	52	56	52	44	38

TIME OF DAY PEDESTRIANS KILLED

MIDNIGHT- 7.00 A.M.	5	10	11	10	11
7.01 A.M.-10.00 A.M.	0	3	1	2	0
10.01 A.M.- 4.00 P.M.	9	6	3	8	6
4.01 P.M.- 7.00 P.M.	10	12	17	6	8
7.01 P.M.-MIDNIGHT	28	25	20	18	13
	—	—	—	—	—
Totals	52	56	52	44	38

Comparative Study of Motor Vehicle Traffic Accidents

	1954	1955	1956	1957	1958
Total accidents reported	13,008	14,058	14,701	13,391	13,205
Personal injury accidents	10,261	11,138	11,280	12,004	11,882
Property damage accidents	2,682	2,859	3,354	1,387	1,276
Persons injured	15,603	17,820	17,413	18,451	17,700
Male	9,825	11,607	11,409	12,174	11,273
Female	5,778	6,213	6,004	6,277	6,427
Pedestrians injured in traffic	1,983	1,453	1,342	1,240	1,178
Average injuries per accident	1.28	1.12	1.25	1.38	1.49
Bicyclists injured	102	223	178	89	69
Coasters injured	12	4	18	5	6
Accidents by hit and run	67	67	94	281	541
Accidents involving liquor	171	71	201	280	513
Accidents involving taxis	206	199	287	714	924
Registrations of vehicles in accidents:					
City of Boston registrations	—	9,841	10,221	12,847	13,638
Massachusetts registrations, outside Boston	—	4,498	4,937	6,034	6,790
Out of state registrations	—	843	946	1,362	1,220
Accidents AT intersections	7,675	8,013	8,516	6,963	8,157
Accidents BETWEEN intersections	5,333	6,045	6,185	6,428	5,048
Time of day accidents occurred:					
MIDNIGHT- 7.00 A.M.	2,602	2,898	2,793	3,558	3,515
7.00 A.M.-10.00 A.M.	691	610	882	646	930
10.00 A.M.- 4.00 P.M.	2,649	2,818	3,087	2,328	3,002
4.00 P.M.- 7.00 P.M.	2,991	3,092	3,234	1,874	2,254
7.00 P.M.-MIDNIGHT	4,075	4,640	4,705	4,985	3,504
Accidents by districts:					
Boston Proper (downtown)	—	—	4,116	3,659	3,479
Brighton	—	—	989	1,100	780
Charlestown	—	—	701	793	405
Dorchester	—	—	2,278	1,736	1,774
East Boston	—	—	617	739	728
Hyde Park	—	—	546	601	366
Roxbury	—	—	2,558	1,738	2,656
South Boston	—	—	1,114	1,099	1,264
West Roxbury	—	—	1,782	926	1,753
Motor vehicle registrations in City of					
Boston	181,171	195,894	193,364	191,650	186,000 (est.)

Traffic Signal Division

During the year 1958 twenty new sets of traffic signals were put into operation at the following locations:

Babson street, Blue Hill avenue, and Walk Hill street.
Babson street and Fremont street.
Belfort street, Dorchester avenue, and Victoria street.
Blandford street, Commonwealth avenue, and Sherborn street.
Brinton street, Marcella street, and Washington street.
Centre street and Dorchester avenue.
Cliff street, Moreland street, Regent street, St. James street, and Warren street.
Dorchester street, East Broadway, and West Broadway.
Elm Hill avenue, Warren street, and Waumbeck street.
Englewood avenue and Sutherland road.
Eustis street, Harrison avenue, and Mall street.
Faneuil street and Parsons street.
Fessenden street, Mildred avenue, and Norfolk street.
Humboldt avenue and Townsend street.
Humboldt avenue and Waumbeck street.
Neponset avenue, Pope's Hill street, and South Munroe terrace.
Norfolk street and Stanton street.
River street at entrance to Boston Sanatorium.
River street at Rev. Francis A. Ryan Playground.
Saratoga street and St. Edward road.

The following traffic signal installations are nearing completion and should be ready for operation early in 1959:

Bunker Hill street and Monument street.
Dale street, Oakland street, and Washington street.
E street and West Third street.
Firth road, Lee Hill road, South street, and Washington street.
McBride street, Rossmore road, and Washington street.
Metropolitan avenue and Washington street.
Moulton street and Vine street.

The total number of traffic signal installations, including warning flashers and bridge signals, now being maintained by this department is 393, comprising 1,760 signal posts, 2,608 signal faces, and 7,997 signal lamps.

Modern signal controllers were substituted for obsolete controllers for more efficient operation at the following locations in the Unit 1 (Downtown) signal system:

Adams square.

Arch street, Chauncy street, and Summer street.

Hanover street and Washington street.

Park street and Tremont street.

TRAFFIC SIGNALS

Unit I (Downtown system)

- 47 pretimed
- 4 pedestrian flashers
- 3 warning flashers

Unit II (Back Bay system)

- 64 pretimed
- 2 pedestrian flashers
- 2 warning flashers

Isolated

- 115 pretimed
- 96 pedestrian flashers
- 2 traffic-actuated
- 54 warning flashers
- 4 bridge signals (manual)

Totals

- 226 pretimed
- 102 pedestrian flashers
- 2 traffic-actuated
- 59 warning flashers
- 4 bridge signals

393 Grand Total

SIGNAL DIVISION — ANALYSIS OF TROUBLE CALLS, 1958.

DESCRIPTION OF TROUBLE	JAN.	FEB.	MAR.	APR.	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.	TOTAL
Board trouble.....	9	12	0	2	0	2	1	0	0	0	6	5	37
Bulbs replaced.....	289	180	201	159	169	138	148	162	132	162	150	158	2,048
Cable trouble.....	2	1	1	6	2	0	5	3	1	2	4	5	32
Clock trouble.....	3	7	5	3	0	6	10	2	1	7	4	4	52
Clock replaced.....	1	0	1	0	0	1	0	0	0	1	0	0	4
Flasher knocked down and replaced.....	0	1	0	0	0	2	0	0	1	0	1	0	5
Found no trouble.....	30	25	13	10	7	19	20	12	14	19	22	21	212
Fuse blown.....	22	20	25	12	12	12	30	7	12	10	6	11	179
Flasher trouble.....	30	24	17	13	22	19	26	17	20	22	14	26	250
Housing changed.....	1	3	0	0	0	0	2	0	1	0	0	0	7
Housing repaired on street.....	66	25	62	25	65	25	28	30	48	19	30	25	448
No. 1 Post knocked down and repaired..	8	5	1	3	1	0	2	1	2	3	6	6	38
No. 2 Post knocked down and replaced..	2	1	2	1	0	0	0	0	0	0	2	2	10
Intersection inspected.....	3	29	20	111	195	115	49	21	34	0	1	2	580
Microflex trouble.....	8	5	1	4	0	3	1	1	2	6	2	2	35
Miscellaneous trouble*.....	25	13	15	11	23	39	8	20	46	24	14	16	254
Motor trouble.....	5	2	3	4	3	10	3	1	0	1	3	2	37
Motor replaced.....	3	0	0	0	1	2	0	0	0	0	1	1	8
Painted intersection.....	0	0	0	0	9	14	0	4	5	1	0	1	34
Push button trouble.....	37	28	44	23	44	48	24	18	23	17	23	9	338
Push button replaced.....	2	0	0	2	1	2	5	2	6	2	1	0	23
Relay trouble.....	9	3	7	3	7	5	7	6	5	2	8	8	70
Timer clip or jack trouble.....	5	6	9	5	0	0	15	1	5	7	2	4	59
Timer trouble.....	67	54	65	38	42	55	38	26	40	36	41	53	555
Timer replaced.....	48	28	40	28	22	32	30	11	26	22	18	32	337
Total number of calls.....	524	428	462	412	480	469	383	298	387	332	334	357	4,866

Vehicular miles traveled for signal maintenance: 35,928

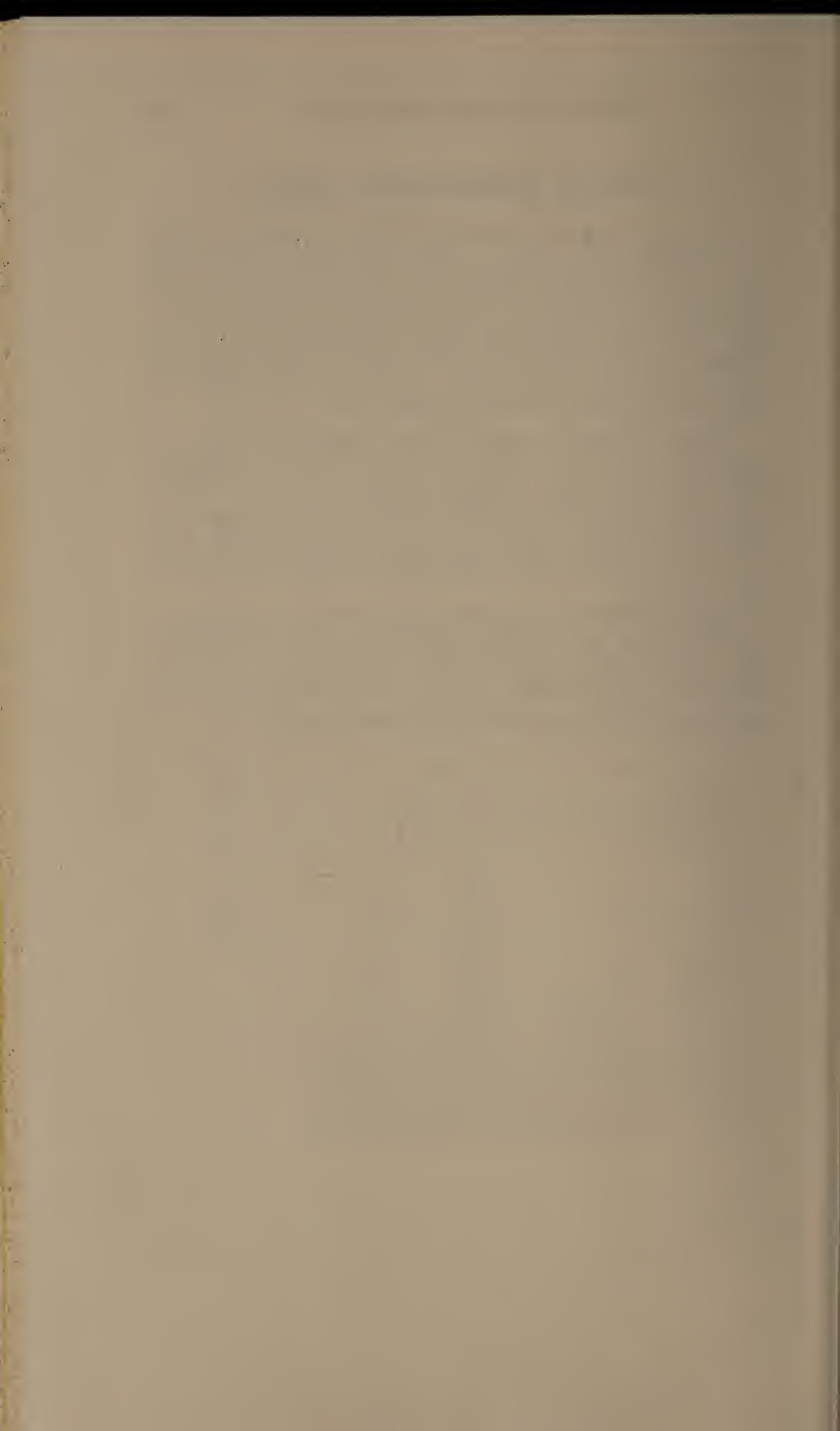
* Miscellaneous includes: Put lights on; checked clock time; changed time; put on regular sequence; attached tags, etc.

Traffic Department Fleet

The motorized fleet consisting of 35 vehicles traveled over 225,000 miles during 1958. Included in the fleet are 8 passenger cars assigned to the administrative and engineering divisions; 6 trucks in the electrical maintenance division; 7 trucks, 3 line markers, and 1 trailer assigned to the paint and sign maintenance division; 10 trucks assigned to the meter division; and 1 pick-up truck for the garage maintenance crew.

William Kinsman, under whose supervision the department vehicles for many years were kept in efficient operating condition, retired during the year. Bill's program of preventive maintenance will be continued under the capable supervision of George Farrah, who has been working with department vehicles for many years himself.

Total gasoline consumption during 1958 amounted to 21,783 gallons, and 846 quarts of oil were used. Both these figures were considerably less than the amount consumed during 1957 and can be attributed to the replacement of older vehicles in recent years.



**VARIOUS TRAFFIC RULES VOTED
AND ESTABLISHED DURING 1958**

Traffic Rules Added in 1958 and Total District Distribution

ONE-WAY STREETS

Net votes added in 1958 — 55.

District Distribution of Existing Permanent Votes December 31, 1958:

Boston Proper	.	.	.	.	.	.	.	342
Brighton	.	.	.	.	.	.	.	85
Charlestown	.	.	.	.	.	.	.	57
Dorchester	.	.	.	.	.	.	.	238
East Boston	.	.	.	.	.	.	.	20
Hyde Park	.	.	.	.	.	.	.	1
Roxbury	.	.	.	.	.	.	.	207
South Boston	.	.	.	.	.	.	.	51
West Roxbury	.	.	.	.	.	.	.	127
Total	.	.	.	.	.	.	.	1,128

PARKING PROHIBITIONS

Net votes added in 1958 — 239.

District Distribution of Existing Permanent Votes December 31, 1958:

Boston Proper	.	.	.	.	.	.	.	401
Brighton	.	.	.	.	.	.	.	164
Charlestown	.	.	.	.	.	.	.	91
Dorchester	.	.	.	.	.	.	.	376
East Boston	.	.	.	.	.	.	.	67
Hyde Park	.	.	.	.	.	.	.	36
Roxbury	.	.	.	.	.	.	.	435
South Boston	.	.	.	.	.	.	.	120
West Roxbury	.	.	.	.	.	.	.	183
Total	.	.	.	.	.	.	.	1,873

STOP STREETS

Net votes added in 1958 — 82.

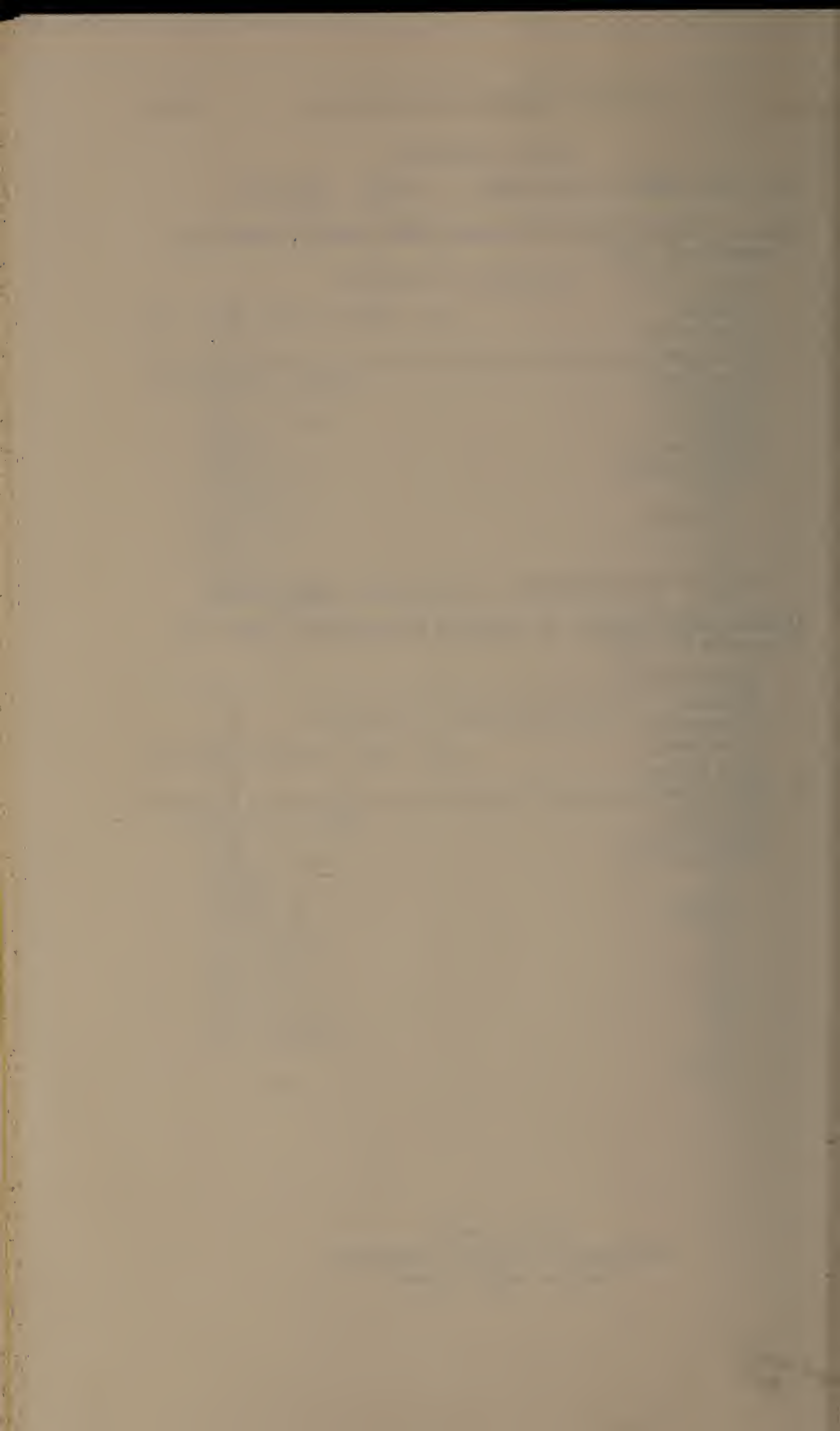
District Distribution of Existing Permanent Votes December 31, 1958:

Boston Proper	.	.	.	.	.	.	.	71
Brighton	.	.	.	.	.	.	.	45
Charlestown	.	.	.	.	.	.	.	17
Dorchester	.	.	.	.	.	.	.	84
East Boston	.	.	.	.	.	.	.	17
Hyde Park	.	.	.	.	.	.	.	12
Roxbury	.	.	.	.	.	.	.	85
South Boston	.	.	.	.	.	.	.	18
West Roxbury	.	.	.	.	.	.	.	93
								<hr/>
Total	.	.	.	.	.	.	.	442

HEAVY COMMERCIAL VEHICLES EXCLUDED

District Distribution of Existing Permanent Votes December 31, 1958:

Boston Proper	.	.	.	.	.	.	.	4
Brighton	.	.	.	.	.	.	.	10
Charlestown	.	.	.	.	.	.	.	9
Dorchester	.	.	.	.	.	.	.	17
East Boston	.	.	.	.	.	.	.	0
Hyde Park	.	.	.	.	.	.	.	0
Roxbury	.	.	.	.	.	.	.	4
South Boston	.	.	.	.	.	.	.	5
West Roxbury	.	.	.	.	.	.	.	17
								<hr/>
Total	.	.	.	.	.	.	.	66



Annual Report

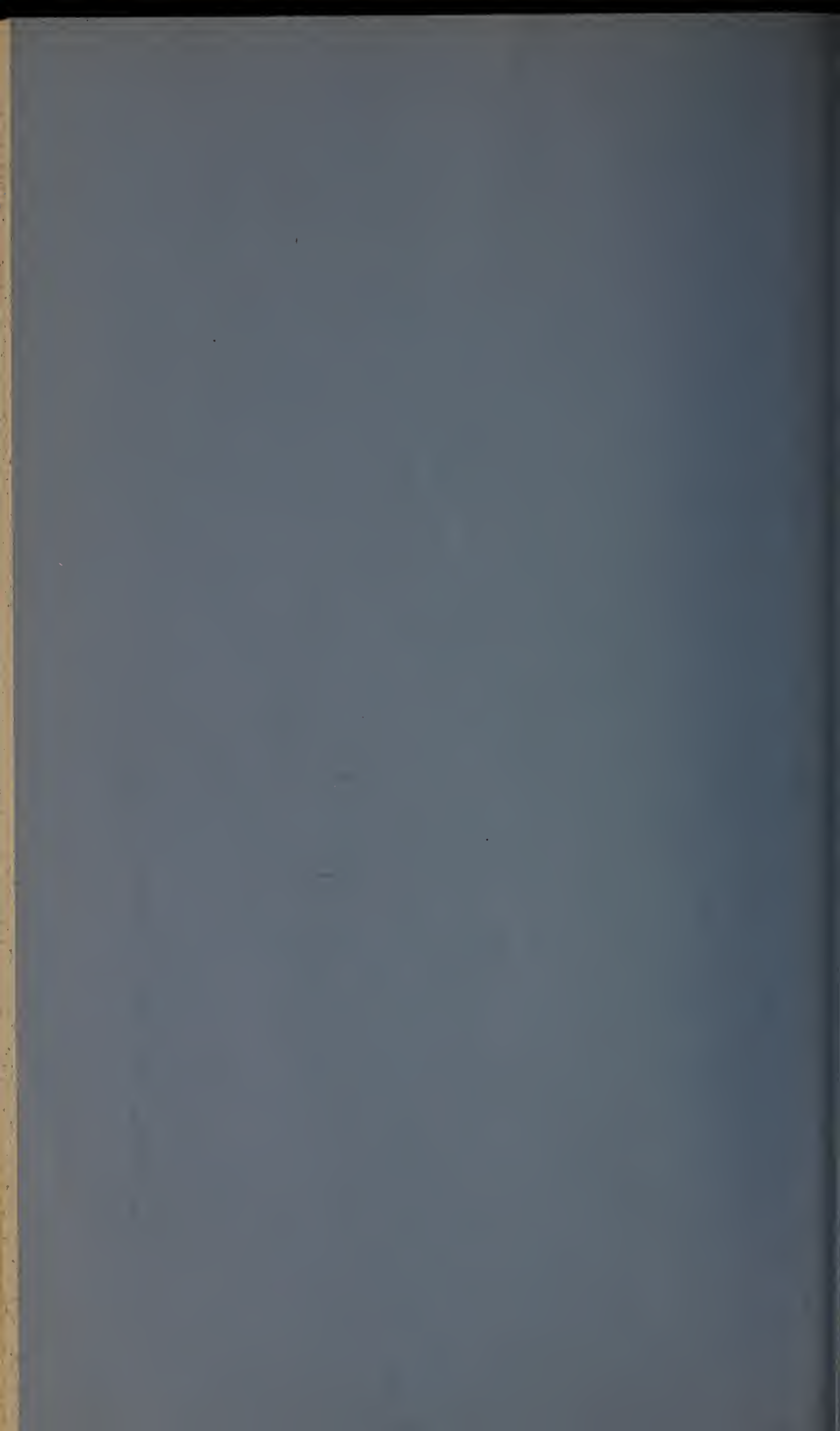
OF THE

BOSTON TRAFFIC
DEPARTMENT



YEAR ENDING DECEMBER 31, 1959

ADMINISTRATIVE SERVICES
PRINTING SECTION
1960





ANNUAL REPORT
OF THE
BOSTON TRAFFIC DEPARTMENT

FOR THE YEAR ENDING DECEMBER 31, 1959.

Boston, January 15, 1960.

HON. JOHN F. COLLINS,
Mayor of Boston.

DEAR SIR:

I have the honor to submit herewith the annual report of the Boston Traffic Department for the year ending December 31, 1959.

Respectfully submitted,

THOMAS J. GRIFFIN,
Traffic Commissioner.

Boston City Messenger

Nov. 1, 1960

Index

	PAGE
ACCIDENT STUDIES	22
ADMINISTRATION	9
DEPARTMENTAL ACTIVITIES	13
EXPENDITURES	8
GENERAL SERVICES	5
INVESTIGATION DIVISION	14
MEMBERS OF BOSTON TRAFFIC COMMISSION	4
PAINT AND SIGN SHOP DIVISION	16
PARKING FACILITIES IN DOWNTOWN BOSTON	39
PARKING METER DIVISION	17
PARKING VIOLATIONS	36
SAFETY EDUCATION DIVISION	19
STATISTICS FOR QUICK REFERENCE	6
TRAFFIC RULES AND REGULATIONS ENACTED IN 1959	33
TRAFFIC SIGNAL DIVISION	29

*Members of the
Boston Traffic Commission*

1959

CHAIRMAN

Commissioner WILLIAM T. DOYLE,
Boston Traffic Department

ASSOCIATE COMMISSIONERS

Commissioner LEO J. SULLIVAN, Police Department

Commissioner FRANK R. KELLEY, Parks and Recreation

Commissioner HERMAN CARP, Real Property Board

Commissioner ROBERT P. SHEA,
Public Works Department

Secretary, EVELYN V. SULLIVAN

GENERAL SERVICES

Statistics for Quick Reference

Area of the City—47.81 square miles

Bus Stop Permits—New in 1959: M.T.A.—57

Canceled in 1959: M.T.A.—9

Existing bus stops December 31, 1959

1,493

Employees—112

Expenditures—\$799,162.32

Loading Zones—Paid in 1959

867

No charge (churches, schools, hospitals, etc.)

375

Total existing loading zones December 31, 1959

1,242

Parking Facilities—Inner and outer cordon (north of Massachusetts avenue)

Inner cordon: Open-air lots	6,410
---------------------------------------	-------

Privately-owned public garages	8,343
--------------------------------	-------

City-owned garages	5,454
--------------------	-------

Metered on-street spaces	1,526
--------------------------	-----------	-------

Metered off-street spaces	309
---------------------------	---	---	---	---	---	-----

Total inner cordon car spaces

22,042

Outer cordon: Open-air lots 2,110

Privately-owned public garages	4,818
--------------------------------	-------

City-owned garages	625
--------------------	-----

City-owned garages	.	.	.	.	.	613
Metered on-street spaces	.	.	.	.	.	1,852

Total outer cordon car spaces

9,405

Total car spaces downtown

31,447

Parking Meters—8,220 (including all districts)

Permits—Special temporary for construction, etc. . . . 355

Parades	107
-------------------	-----

Total permits issued in 1959	462
--	-----

Population—724,700 (1955 Massachusetts decennial census)

Public Alleys—83

Public Streets—3,250 (approximately 744 miles)

MDC parkways—35 miles

State highways—6 miles

Expressways or limited access highways—29 miles

Part-public streets	215
-------------------------------	-----

Private ways—1,847 (approximately 118 miles)

Bridges, overpasses, etc.	198
---------------------------	-----

Revenue—Parking meters	\$453,364 62
----------------------------------	--------------

[illegible]

Direction sign fees	140 00
---------------------	-----------	--------

Total revenue	\$502,097 62
-------------------------	--------------

BOSTON TRAFFIC DEPARTMENT

7

Roadway Painting and Traffic Signs:

Miles of roadway painted	255
New traffic signs installed	3,215
Old signs replaced	1,718
Total permanent traffic signs maintained (estimate)	25,000

Speed Distribution Studies:

Studies made with electronic speed meter	3
Number of studies zoned for speed control	3

Traffic Engineering Studies and Investigations:

Miscellaneous investigations	250
Parking studies made	25
Special investigations as result of correspondence	799

Traffic Rules:

	New in 1959	Rescinded in 1959	Total Existing
Commercial vehicles excluded	7	0	73
One-way streets	59	23	1,164
Parking prohibitions	412	142	2,143
Stop streets	50	4	488

Traffic Signal Installations:

Automatic stop and go	248
Pedestrian flashers	117
Warning flashers	57
Bridge signals (manual)	5
Vehicle actuated	3
Totals	430

Vehicle Registrations in Municipal Boston (passenger cars and commercial vehicles):

1959 (Estimate)	190,000
1958	187,020
1956	193,508
1940	82,590

Vehicular Counts:

Number of intersection counts taken	180
1958 volume counts:	
Inner cordon	210,000
Outer cordon	275,000
Expressway volume counts (average daily volume):	
North of Sumner Tunnel	90,000
Tunnel section	90,000
South of Columbia road	80,000

Violation of Parking Rules (tags issued by Police Department):

	Tags	Fees
Downtown	91,656	
Uptown	198,518	
Total	290,174	\$266,504 00
Court cases	27,260	47,700 00
		\$314,204 00

Comparative Traffic Commission Expenditures

1. Personal Services	1958	1959
Permanent employees	\$510,973 07	\$522,151 62
Temporary employees	2,861 40	2,725 20
Overtime	4,328 45	2,353 74
	<hr/>	<hr/>
Total	\$518,162 92	\$527,230 56
 2. Contractual Services		
Communications	\$4,144 97	\$4,579 86
Light, heat, and power	51,159 63	62,254 91
Repairs and maintenance of buildings and structures	4,437 60	4,106 20
Repairs and servicing of equip- ment	5,257 32	5,282 46
Transportation of persons	4,519 01	3,674 95
Miscellaneous contractual serv- ices	78,262 58	86,689 46
	<hr/>	<hr/>
Total	\$147,781 11	\$166,587 84
 3. Supplies and Materials		
Automotive supplies and ma- terials	\$6,072 06	\$4,936 54
Heating supplies and materials	3,004 17	2,896 02
Household supplies and ma- terials	1,629 62	843 73
Medical, dental, and hospital supplies and materials		9 70
Office supplies and materials	2,394 05	1,166 79
Miscellaneous supplies and ma- terials	71,487 41	64,617 27
	<hr/>	<hr/>
Total	\$84,587 31	\$74,470 05
 4. Current Charges and Obligations		
Miscellaneous current charges and obligations	\$806 50	\$950 58
 5. Equipment		
Automotive equipment	—	\$18,535 91
Office furniture and equipment	\$523 21	389 25
Miscellaneous equipment	15,550 12	10,998 13
	<hr/>	<hr/>
Total	\$16,073 33	\$29,923 29
Grand totals	\$767,411 17	\$799,162 32

Administration

The Boston Traffic Commission met at fifteen formal meetings during the year 1959 at the Traffic Department Building on Southampton street.

At these meetings the commission voted the necessary changes in the traffic rules and regulations as occasioned by traffic pattern variations influenced by construction progress centered about the John F. Fitzgerald Expressway and its environs. Several patterns of one-way streets were established in areas approaching major interchanges of the John F. Fitzgerald Expressway and Southeast Expressway, connecting with city streets, resulting in uniform traffic flows with minimum congestion.

The long awaited express thru-way built around the completed Mystic River Bridge as a nucleus was formally opened on June 23, 1959, giving Boston its first major uninterrupted expressway from its northern approach in Saugus and extending twenty-three miles southerly to Route 128, the circumferential highway, in Braintree, connecting to all points south and west. Average daily volume at the close of the year showed 90,000 vehicles making use of this modern traffic facility which has definitely given tremendous relief to the local parallel arteries formerly carrying this load. A major interchange leading to Massachusetts avenue in Roxbury also was incorporated in the Southeast Expressway, at which point another major expressway, the Inner Belt Route, will interconnect. This route, an eight-lane limited-access expressway, will cut a swath through Roxbury to Brookline, Brighton, Cambridge, Somerville, and connect to the Central Artery in Charlestown, thus carrying again the major load of traffic from all major arteries leading into the city and completing the ring within the city limits.

Thus it can be foreseen, at this stage, that the city will definitely be geared to manage the increased demand for road space leading into and out of Boston at about the time the multimillion-dollar Prudential Center, the West End Development, and the Government Civic Center near completion, the first two of which are already well under way.

Other major traffic improvements accomplished during 1959 include a complete redesign of Mattapan square, with controlled movements of all traffic resulting in a tremendous relief of traffic congestion in that area. The Brookline Avenue-Fenway-Riverway controlled rotary, once recognized as one of the major bottlenecks in the city, now handles all traffic free of congestion, and with a 75 per cent reduction of accidents. Blue Hill avenue, Seaver street, and Columbus avenue is now a completed divided artery from Mattapan square to Egleston square, with controlled movements at all major intersections. Here again a substantial decrease in traffic accidents has already been observed over a three-mile stretch of a major arterial road that at one time contained the highest accident frequency locations in the city. The Roxbury Crossing area was completed with channels and signal controls, and a new grade-level rumble center strip was installed on Columbus avenue between Roxbury Crossing and Jackson square due to the many business and manufacturing establishments in the area, which precluded the construction of a raised median island.

Major changes in the traffic rules included the passing of the extension of the towing law to include certain streets in the Back Bay. The various educational institutions in this area have indicated their full cooperation in this move to preserve parking facilities on a two-hour limit controlled basis and afford free passage for emergency vehicles in this heavily concentrated apartment and professional area.

The request to change over the 2,500 downtown parking meters from 5 cents to 10 cents an hour was rejected by the City Council but will be resubmitted again in 1960 as the need for such a change becomes more and more imperative to not only this department but all agencies concerned with more acute control over the parking situation. A recent study on a national basis shows that almost all large cities in the nation now have the 10 cents an hour, or more, meter fee, which has in all cases shown very satisfactory results. This additional revenue could improve parking control by providing funds for the introduction of female meter-maids, and for financing additional off-street parking facilities. The common problem of uncontrolled central business district parking has led officials in some cities

to prohibit all on-street parking in downtown areas. This experiment, at first assailed by leading merchants in Philadelphia, has already proved itself as the solution in that city, and merchants quote that it has not been detrimental to business. In fact, it is now accepted as the best solution by all concerned. It would be a worthwhile experiment here in our own central business district if and when sufficient off-street facilities are provided. The anticipated Common garage, planned to be under way early in 1960, is a step forward in providing reasonably close parking to the many hotels, business and office buildings in this area and thus relieve the choked surrounding streets to moving traffic. One might even consider more stringent controls over truck loadings and unloadings in certain busy narrow streets during business hours in the downtown area.

The emergency snow removal regulations were revised by the Traffic Commission, giving the Commissioner of Public Works the authority to declare such an emergency whenever he determines that hazardous conditions exist on important traffic arteries, and on streets on which busses, trackless trolleys, or streetcars operate. Automatically, no parking on either side of such streets is thus established during such an emergency to enable efficient plowing operations.

The tragic death in March of Fire Commissioner Francis X. Cotter resulted in a change also within the Traffic Department. Traffic Commissioner Timothy J. O'Connor was appointed by his Honor, Mayor John B. Hynes, on March 11, 1959, to complete the remaining ten months of the year as the Fire Commissioner. The selection of Commissioner O'Connor as Fire Commissioner was indeed a portentous appointment, after forty-five years of continued service in the city government. His career started in the Public Works Department, followed by thirty years in the Traffic Department, where he went from Assistant Traffic Engineer to Traffic Commissioner. This experience certainly proved of great value in his new role, as evidenced by the overwhelming approval and acceptance he received at the outset.

Deputy Commissioner and Executive Secretary William T. Doyle, also a career man in city government, who for the past fifteen years had guided and assisted several commissioners, was then duly appointed by his

Honor to complete the year 1959 as Traffic Commissioner. In this capacity Commissioner Doyle, a proven administrator through his twenty-eight years of service in the city, initiated an over-all reorganization plan to streamline the divisions within the department to provide maximum efficiency, with the resultant increase in department services at minimum cost. Commissioner Doyle also recommended that legislation be provided to further extend the towing law to include certain streets in the Beacon Hill area and other congested areas hampered with illegal parking problems. The existing fine schedule for parking violations was also recommended to be changed, with the hope that the flagrant violators would be eliminated.

DEPARTMENTAL ACTIVITIES

Investigation Division

The opening of the John F. Fitzgerald and Southeast Expressways somewhat changed the complexion of vehicular traffic in the immediate downtown area, relieving to a great extent a number of the downtown intersections that were for years considered critical. The feeder areas on and off to the new expressways engendered new problems which had to be met by redesigning of approaches and exits.

One of the major locations was at the Roxbury ending of Fitzgerald Expressway, requiring redesigning of the intersection between Albany street, Northampton street, Southampton street, Glynn Way, and Massachusetts avenue. A large rotary was built channelizing traffic in a one-way pattern in this area.

The relief was somewhat lessened in the downtown area with the restriction of all trucks and busses on two bridges, Broadway Bridge over the New York Central Railroad and Summer Street Bridge over Fort Point Channel. This required special routes to divert trucks and busses. The Metropolitan District Commission is reconstructing the Longfellow Bridge over the Charles River, prohibiting the movement of outbound traffic from Cambridge street.

In the lower Dorchester area, Granite Avenue Bridge and Neponset Bridge over the Neponset River are being rebuilt. At Granite avenue the State Public Works Department is reconstructing a new bridge requiring a special detour on and off the Southeast Expressway between Boston and the South Shore area. The Metropolitan District Commission had one half of the Neponset Bridge open to two-way traffic during repairs. Both state and Metropolitan District Commission traffic divisions have cooperated with this division in directing and controlling these detours.

The second East Boston Vehicular Tunnel has been started, and special roads and detours have been arranged both in East Boston and the North End of downtown Boston.

A special rail changeover by the Metropolitan Transit Authority was undertaken at the intersection of Huntington and South Huntington avenues. This is an extremely heavy area with Route 9 entering Boston and a busy Metropolitan Transit Authority transferring section. Special routing was brought into play, and trucks had to be rerouted at a distance of three-quarters of a

mile because of a commercial prohibition on an adjacent roadway, the Jamaica way.

SPECIAL ROUTINGS

Beacon street (M.T.A. Tunnel Highland Branch)
 Dover Street Bridge (closed)
 Broadway Bridge over New York Central Railroad
 (prohibition of trucks and busses)
 Summer Street Bridge over Fort Point Channel (prohi-
 bition of trucks and busses)
 Huntington avenue and South Huntington avenue
 (special M.T.A. rail)
 Second East Boston Traffic Tunnel
 Longfellow Bridge (Metropolitan District Commission)
 Neponset Bridge (M.D.C.)
 Granite Avenue Bridge (State Public Works Depart-
 ment)
 Traffic Rotary, Fitzgerald Expressway at Massachusetts
 avenue

Summary of activities of Investigation Division:

Number of directives processed	417
Loading zone investigations	1,242
Approval of street openings forwarded to Public Works Department	1,317

Temporary votes regulating street construction:

Regular	350
Chapter 90	3
Special	6
Routing of oversize and overweight trucks	37
Special closings (condemned buildings, etc.)	4
Exceptional detours	10

Signs issued:

Portable (road construction)	347
Permanent for Chapter 90	36
Special detours	8

Auxiliary paper signs issued:

Parade routes	300
Construction	2,500
Emergencies	150
Directional	800
Stop street requests	21
General traffic complaints	167

Sign maintenance investigations:

Damaged and lost signs reported	730
Signs replaced and verified	730

Paint and Sign Shop Division

About 5,000 traffic signs of all types were painted and erected by the sign shop in 1959. This included 3,215 new signs and 1,718 old salvaged signs which were sprayed and repainted. Also included in the number of new signs were about 1,000 new aluminum plates. The introduction of the aluminum plates several years ago to replace the usual steel plates has not only reduced the number of annual replacements of traffic signs but has reduced costs considerably.

Two hundred fifty-five miles of roadway painting was completed last year, an increase of forty miles over 1958. This was due to the special emphasis of painting more and more lane lines on heavily traveled arterial roadways which definitely has resulted in maximum available road space for moving traffic. Double parking on such roadways also appeared to be discouraged by this stepped-up program of lane line painting.

A comparison of the type and amount of roadway painting performed in 1958 and 1959 is as follows:

	TYPE	LINEAR FOOTAGE	
		1958	1959
Crosswalks		471,086	408,464
Center lines		340,280	253,032
Lane lines		85,070	551,879
Stop lines		27,987	23,562
"Slow"		12,900	12,250
Curbs		3,420	3,000
Loading zones		35,276	41,830
Other (parking stalls, special, etc.)		150,000	50,000
Total linear feet		1,126,019	1,344,017
Miles		213	255

Parking Meter Division

The total number of parking meters maintained during the year averaged about 8,220, consisting of 1,526 in the Central Business District, or Inner Cordon, 1,852 between the Inner and Outer Cordons, 309 under the John F. Fitzgerald Expressway, and with the remaining 4,500 in isolated districts throughout the city. The total revenue from parking meters for the year 1959 amounted to \$453,364.62.

In 1948 the first parking meters were installed in the City of Boston for the purpose of maintaining organized control over the tremendously acute parking problem. The traffic rule of two-hour limit for such parking prevails in order that the short-time parker may be able to find available space relatively close to the shopping area or office building he wishes to visit. The demand for such available space has increased to such proportions that a stepped-up off-street parking program was instituted to make provisions for the demand for such spaces. As a result, in the past several years many public garages were built, including mechanical and ramp-type, not to mention the additional open-air parking lots created in every available corner of the Central Business District. Today there exist 31,447 car spaces of all types in the downtown area, and still the demand for space has not been satisfied. Flagrant parking violations continue in spite of towing laws and other enforcement policies of the Boston Police Department. The all-day parker, the "nickel-feeder" so called, still continues to occupy the lion's share of the limited on-street metered spaces.

Considerable thought has been given to increasing the rate of metered parking to 10 cents an hour in the downtown area. The meters in this area, the greatest percentage of which have surpassed their life expectancy, could easily be salvaged and used in expanding the isolated districts for metered parking, where, too, parking problems are ever increasing in the local business areas.

A new system of collections from meters was adopted early in the year which has proved not only more efficient but actually a time-saving process. This dump

system of collections now eliminates maintenance of the individual meter cans, and, since the large portable cans used for such collections are now delivered directly to the bank for checking and counting, it has also eliminated this detail from the meter department, thus again reducing the time and costs of handling with the result that more frequent collections in the heavily patronized districts can be provided.

Safety Education Division

Concerted efforts in traffic safety education, traffic engineering, and traffic enforcement enabled the City of Boston to maintain a low level of traffic accidents once again during the year 1959. Experience over the years has proven that there can never be a letup of any of the three E's in order to improve the driving habits of motorists. Only a continued program in this direction can keep pace with the ever mounting hazards of the road.

An altogether new technique of driving has been introduced to motorists in the Boston area when the completed expressway opened in June of 1959. Motorists had to learn that with the transition of driving from local streets to expressways and vice versa so their driving habits had to change. We are all aware that after driving for several miles over speed highways it is a real problem to adjust to bumper-to-bumper driving through a congested area. People have long since discovered that weaving from lane to lane on an expressway is just as taboo as driving in the wrong direction on a busy downtown one-way street.

The Safety Division of the Traffic Department cooperated with all other recognized agencies in varied programs of traffic safety throughout the year. Special efforts were made with the Massachusetts Safety Council in coordinating an improved system of accident analysis with the Boston Police Department, the State Traffic Division, and the Registry of Motor Vehicles. Complete accident data is now available to traffic engineering personnel, affording more concrete material for determining cause and effect studies of high accident frequency locations so that physical improvements designed by our engineers will contain every consideration for eliminating critical conditions wherever possible.

The Mayor's annual "Bicycle Safety Days" program again attracted over 5,000 boys and girls in the city to participate in this educational competition carried out with the cooperation of the Parks and Recreation Department in all districts.

A continued program of traffic safety carried into all schools by the Boston Police Department and the

Registry of Motor Vehicles, and recognized as a model program everywhere, was the contributing factor in the declining curve of accidents involving children of school ages not only en route to and from school but at all hours of the day and night.

Some statistical high lights of the following summary of motor vehicle traffic accidents in the City of Boston during 1959 are:

1. Fatal accidents, 51; persons killed, 52. Personal injury accidents, 11,524; persons injured, 17,153. Pedestrian accidents, 1,348; pedestrians injured, 1,353. Property damage accidents, 1,169. Total motor vehicle traffic accidents reported, 12,744.
2. Of the 52 persons killed, 38 were pedestrians, 8 were operators of motor vehicles, and 6 were occupants.
3. The 38 pedestrians killed constituted 73 per cent of the total fatalities, while the total pedestrian accidents represented 10.6 per cent of all the accidents reported.
4. In the age groups there were 8 youngsters up to age twelve killed, including 6 pedestrians, 1 bicycle rider, and 1 ride-stealer. Twenty-four people fifty-five years of age or over died in motor vehicle accidents, 22 of which were pedestrians, including 14 who were seventy-five or older.
5. There were 30 people killed during the hours of darkness, and 22 lost their lives in traffic accidents while it was daylight.
6. Speed was a factor in 5 fatal accidents; hit and run drivers killed 3 people; and operators under twenty-five were involved in 13 fatal accidents.
7. Twenty fatal accidents occurred *at* intersections, of which 5 were signalized, and 32 died from traffic accidents *between* intersections.
8. Busses participated in 4 fatal accidents and taxis were involved in 3. Both these figures were high for such type vehicles, as were also the number of other type traffic accidents involving busses and taxis, 384 for busses and 1,380 for taxis.
9. December was the worst month, with 9 fatal accidents, and Saturday was the worst day, with 11. The period of the day between 7 p.m. and midnight was the worst, with 13 fatalities, and also showed the highest number of general traffic accidents, with 3,690.

10. The Dorchester district had the highest fatality record, with 11, including 8 pedestrians; however, the most traffic accidents occurred in Boston Proper (downtown and uptown), 3,202, while Roxbury was the highest of the districts, with 3,001.
11. Boston's motor vehicle death rate for 1959 was 7.2 per 100,000 population as compared to 9.1 for other cities in the same population group, and compared to a national average of 8.3.
12. The ratio of injuries to deaths resulting from traffic accidents was 330 to 1, a loss of 31 over 1958 when the ratio was 361 to 1.
13. There were 87 bicycle accidents with motor vehicles in 1959, showing an increase of 18 over the previous year.

TRAFFIC FATALITY STUDY—JANUARY 1, 1959 — DECEMBER 31, 1959

LOCATION	District	Date	Time	Type*	Killed	Age	Sex	Registration	Driver Age	Remarks
Huntington av. and Norway st.....	Boston Proper	1-6	3.35 P.M.	MV-Ped	Pedestrian	70	F	Boston	39	Intersection, no control
Amory st. at Commonwealth av.....	Brighton	1-14	6.18 A.M.	MV-Ped	Pedestrian	66	M	Brookline	52	Intersection, no control
28 Columbia rd.....	Dorchester	1-14	3.20 P.M.	MV-Ped	Pedestrian	76	M	Boston	23	Between intersections, diagonally
Commonwealth av. near Washington st.....	Brighton	1-15	8.15 P.M.	MV-Ped	Pedestrian	80	M	Brookline	21	Against traffic
628 East Broadway.....	South Boston	2-15	12.05 A.M.	MV-Ped	Pedestrian	59	M	Unknown	—	Lying in road, hit-run
1870 Columbus av.....	Roxbury	2-16	1.15 A.M.	MV-Ped	Pedestrian	70	M	Boston	49	Between intersections, diagonally
134 Belgrade av.....	W. Roxbury	2-22	8.50 P.M.	MV-Ped	Pedestrian	89	M	Boston	21	Between intersections, against traffic
Centre and South sts.....	W. Roxbury	2-25	11.50 P.M.	MV-Ped	Pedestrian	54	M	Weymouth	35	Intersection, no control
4701 Washington st.....	W. Roxbury	3-2	4.45 A.M.	MV-FO	Operator	34	M	Dedham	35	Speeding, lost control
199 Massachusetts av.....	Boston Proper	3-30	10.40 P.M.	Taxi-Ped	Pedestrian	51	F	Boston	27	Town cab, between intersections
East Eighth st.....	South Boston	4-4	3.15 P.M.	MV-Ped	Pedestrian	70	F	Virginia	25	Between intersections
1486 Washington st.....	Boston Proper	4-6	3.54 P.M.	Bus-Ped	Pedestrian	12	M	MTA-Boston	35	Ride-stealer
57 Burt st.....	Dorchester	4-17	5.15 P.M.	MV-Ped	Pedestrian	4	F	Boston	—	Between intersections, diagonally
1124 Blue Hill av.....	Dorchester	4-18	4.51 P.M.	MV-Ped	Pedestrian	38	M	Rockland	38	Jumped curb
14 Fernald ter.....	Dorchester	4-18	11.20 A.M.	MV-Ped	Pedestrian	4	M	Boston	—	Between intersections
Albany and Union Park sts.....	Boston Proper	5-1	5.05 A.M.	Taxi-Ped	Pedestrian	69	M	Boston	50	Congress cab, speeding
East Boston Expressway.....	East Boston	5-3	4.11 A.M.	MV-FO	Operator	35	F	Revere	35	Struck abutment after jumping curb
47 Heath st.....	Roxbury	5-12	1.20 P.M.	TR-Ped	Pedestrian	3	F	Boston	46	Crossing diagonally
4750 Washington st.....	W. Roxbury	5-16	12.55 A.M.	MV-FO	Occupant	38	M	Dedham	39	Speeding
176 Govt st.....	East Boston	5-18	2.40 P.M.	TR-Ped	Pedestrian	5	M	Boston	47	Playing in road, truck in U-turn
Freeport and Park sts.....	Dorchester	5-31	10.50 P.M.	TR-Ped	Pedestrian	55	M	Rockland	32	Standing at corner
Massachusetts av. near Albany st.....	Boston Proper	6-7	9.15 P.M.	MV-Ped	Pedestrian	70	M	Boston	39	Crossing diagonally between intersections
Tremont and West Newton sts.....	Boston Proper	6-14	1.30 P.M.	MV-Ped	Pedestrian	82	F	Canada	35	Against traffic, signalized intersection
10 Roxbury st.....	Roxbury	6-22	4.20 P.M.	TR-Ped	Pedestrian	75	F	Boston	22	From behind parked cars
427 Washington st.....	Brighton	6-22	10.44 P.M.	MV-Ped	Pedestrian	78	M	Boston	38	Between intersections
Stuart and Washington sts.....	Boston Proper	7-7	7.10 P.M.	MV-Taxi	Pedestrian	62	M	Boston	55	Pedestrian on sidewalk, car making left turn jumped curb
N. Harvard st. and Western av.....	Brighton	7-7	2.35 A.M.	TR-MV	Operator	37	M	Boston	37	Disregard of red flasher
Freeport st., near Greenwich st.....	Dorchester	7-10	11.10 P.M.	MV-FO	Occupant	20	M	Boston	20	Speeding, jumped curb, hit girder
Columbus av. and New Heath st.....	Roxbury	7-12	7.00 P.M.	MV-MV	Occupant	58	F	Boston	18	Left turn at signal, intersection
V.F.W. Parkway (Boston end, south of Spring st.).....	W. Roxbury	7-27	6.50 P.M.	MV-FO	Operator	21	M	Rhode Island	21	Lost control, overturned
Fourth and L sts.....	South Boston	7-28	7.05 A.M.	Bus-Ped	Pedestrian	43	F	MTA-Boston	56	Making right turn
20 Copeland st.....	Roxbury	8-2	3.06 A.M.	TR-FO	Operator	—	M	Hull	—	Jumped curb, hit utility pole and operator thrown from car
415 Poplar st.....	W. Roxbury	8-12	8.30 P.M.	MV-FO	Occupant	16	F	Fitchburg	21	Speeding, stolen car
N. Washington Street Bridge.....	Charlestown	8-14	9.50 A.M.	MV-FO	Operator	67	M	N. Weymouth	68	Blowout, skidded and struck MTA pole
Cliff and Dana sts.....	Roxbury	8-19	5.20 P.M.	MV-Ped	Pedestrian	5	F	Boston	56	No control, intersection
Bay st. and Dorchester av.....	Dorchester	9-19	7.36 P.M.	Bus-MV	Operator	21	M	Boston (2)	21	Bus making left turn into Bay st.
85 Dudley st.....	Roxbury	10-1	12.30 P.M.	TR-Ped	Pedestrian	55	F	Boston	—	Between intersections, crossing
Burbank st. and Massachusetts av.....	Boston Proper	10-24	6.30 A.M.	MV-Ped	Pedestrian	75	F	Unknown	—	Hit-run, no control
Incumbent av. near Washington st.....	Boston Proper	11-1	7.00 P.M.	MV-Ped	Pedestrian	67	M	Norfolk	43	No control, diagonally crossing

LOCATION	District	Date	Time	Type*	Killed	Age	Sex	Registration	Driver Age	Remarks
419 S. Huntington av.....	W. Roxbury Brighton	11-13	8.24 P.M.	MV-Ped	Pedestrian	48	M	Boston	45	Against traffic
Commonwealth and Harvard avs....		11-17	8.30 P.M.	TR-Ped	Pedestrian	71	M	Boston	23	Truck in right turn, pedestrian against signal
McClellan Highway.....	East Boston	12-2	4.45 P.M.	MV-Ped	Pedestrian	12	M	Boston	18	In road, against traffic
314 East Eighth st.....	South Boston	12-12	12.35 A.M.	MV-Ped	Pedestrian	45	M	Boston	23	Pedestrian, odor of alcohol
Cummins Highway and Harmon st..	Dorchester	12-12	7.30 P.M.	MV-Ped	Pedestrian	70	M	Boston	20	Diagonal crossing
276 Spring st.....	W. Roxbury	12-12	8.05 P.M.	MV-Ped	Pedestrian	51	F	Unknown	—	Lying in roadway
1181 Blue Hill av.....	Dorchester	12-16	7.27 A.M.	Bus-Ped	Pedestrian	83	M	Boston	40	MTA bus starting from stop
Blue Hill av. and Johnston rd.....	Dorchester	12-19	12.01 A.M.	MV-Ped	Pedestrian	39	M	Boston	—	No signal, diagonal crossing
East Fourth st. and K st.....	South Boston	12-23	11.40 P.M.	Noncollision	Occupant	41	M	Boston	38	Fireman fell off fire truck, M-290
2161 Washington st.....	Roxbury.....	12-24	10.05 P.M.	MV-Ped	Pedestrian	63	M	Boston	31	From between parked cars
24 Elm Hill av.....	Roxbury	12-25	4.08 P.M.	Noncollision	Occupant	32	M	Boston	—	Ran off roadway, passenger fell out—hit and run

* MV — motor vehicle; Ped — pedestrian; FO — fixed object; TR — truck

SUMMARY OF FATALITY STUDY

TOTAL FATAL ACCIDENTS TOTAL PERSONS KILLED	LOCATIONS OF FATALS:		(Pedestrian fatalities)	
	At intersections	Between intersections	At intersections	Between intersections
PERSONS KILLED:				
Pedestrians	38	26	15	23
Male	12	8	5	31
Female	26	18	10	20
Child (under 18)	8	30	3	5
Adult (18 or over)	30	7	2	31
Operators	7	1	3	5
Male	1	6	1	1
Female	6	4	2	5
Occupants	2	22	1	7
Male	2	30	1	6
Female	22	30	1	1
Daytime	26	26	2	2
During hours of darkness	2	2	1	1
ACTIONS OF OPERATORS:				
Hit and run	26	2	2	2
Excessive speed	2	3	2	7
Negligence	3	6	7	7
Lost control	1	1	2	2
Turning movement	1	1	1	1
Stolen car, speed	1	1	1	1
Jumped curb	1	1	1	1
Skidded	1	1	1	1
ACTIONS OF PEDESTRIANS:				
From between parked cars	26	2	2	2
Against traffic	2	3	2	7
Diagonal crossing	3	6	7	7
Fell off vehicle	1	1	2	2
Getting off vehicle	1	1	1	1
Ride stealer	1	1	1	1
Odor of alcohol	1	1	1	1
Bicycle rider	7	7	1	1
Standing on sidewalk	1	1	2	2
Standing on roadway	2	2	1	1
	51	51	51	51

Five-Year Comparative Analysis of Motor Vehicle Fatalities

	1955	1956	1957	1958	1959
Persons killed	64	71	53	50	52
Pedestrians	56	52	42	37	38
Operators	5	8	7	11	8
Occupants	3	11	2	1	6
Ride stealers	0	1	0	0	1
Bicyclists	1	1	2	0	1
Coasters	0	0	0	0	0
Motorcyclists	0	0	0	1	0
Males killed	47	56	34	38	37
Male pedestrians	42	40	27	27	26
Females killed	17	15	19	11	15
Female pedestrians	14	12	17	10	12
Adults killed (18 or over)	59	61	48	44	42
Adult pedestrians	51	45	38	33	30
Children killed (under 18)	5	10	5	5	9
Child pedestrians	5	7	5	4	8
Killed during hours of darkness	48	48	34	30	30
Pedestrians — darkness	41	33	29	23	20
Killed during daylight hours	16	23	18	19	22
Pedestrians — daylight	15	19	15	14	17
Killed by hit and run drivers	5	3	4	7	3
Killed by drunken drivers	3	2	1	5	0
Excessive speeding	4	15	7	5	5
Age of Operators Involved:					
Under 25	16	20	10	11	13
25 or over	38	42	35	31	31
Unknown	7	9	7	7	8
By Districts:					
Boston Proper	18	21	18	8	8
Brighton	6	8	6	7	5
Charlestown	1	4	4	0	1
Dorchester	10	8	5	7	11
East Boston	3	2	3	1	3
Hyde Park	3	2	2	0	1
Roxbury	11	12	6	15	9
South Boston	2	2	5	3	5
West Roxbury	10	12	3	8	9
Registrations Involved:					
Boston	34	46	28	31	33
Massachusetts (outside Boston)	22	21	19	15	13
Out of state	3	5	3	2	3
Unknown	0	0	0	0	3

BOSTON TRAFFIC DEPARTMENT

25

Type of Vehicles Involved:	1955	1956	1957	1958	1959
Passenger cars	50	48	39	44	40
Trucks	6	5	10	6	8
Busses	2	3	0	2	4
Taxis	2	0	1	2	3
Motorcycles	1	0	0	2	0
Streetcars	0	0	0	0	0
Railroad trains	0	0	0	0	0

By Months:

January	6	4	1	4	4
February	6	8	1	3	4
March	6	3	6	3	2
April	7	6	1	4	5
May	1	6	9	3	6
June	2	4	3	5	4
July	4	7	4	4	7
August	0	4	1	3	1
September	6	7	4	3	1
October	6	6	9	5	2
November	11	7	3	3	4
December	9	9	9	8	9

Day of the Week:

Sunday	10	9	8	7	8
Monday	8	11	8	4	8
Tuesday	7	7	8	7	6
Wednesday	9	9	6	8	9
Thursday	4	8	4	11	3
Friday	11	14	7	5	7
Saturday	12	13	10	7	11

Location of Fatalities:

At intersections	25	20	17	12	20
Signalized intersections	6	8	7	4	5
Between intersections	31	43	27	33	32

Type of Fatal Accidents:

Auto vs. pedestrian	55	44	32	36	28
Auto vs. auto	1	5	2	2	2
Auto vs. truck	0	2	1	3	2
Auto vs. fixed object	4	8	6	6	7
Auto vs. freight car or streetcar	0	0	0	0	0
Bus vs. pedestrian	0	3	0	2	3
Truck vs. pedestrian	0	3	9	2	6
Truck vs. fixed object	0	0	0	1	1
Motorcycle vs. motorcycle	0	1	0	0	0
Noncollision	1	1	0	0	1
Ran off roadway	0	1	0	0	1

Study of Pedestrian Fatalities

	1955	1956	1957	1958	1959
By Districts:					
Boston Proper	16	16	17	7	8
Brighton	5	6	5	6	4
Charlestown	1	1	2	0	0
Dorchester	8	7	5	5	8
East Boston	2	1	3	1	2
Hyde Park	3	2	1	0	1
Roxbury	11	9	5	12	6
South Boston	2	2	3	0	4
West Roxbury	8	8	3	6	5
Location of Pedestrian Fataals:					
At intersections	25	16	13	9	11
Signalized intersections	7	5	3	4	4
Against signal	7	3	3	1	3
With signal	0	2	0	0	0
Between intersections	31	30	13	15	23
Hit and Run Pedestrian Fataals	5	4	4	7	3
Age Groups of Pedestrians Killed:					
0-4	1	2	3	1	4
5-9	3	3	1	2	1
10-14	0	2	1	0	3
15-17	2	0	0	0	0
18-24	1	0	0	0	0
25-34	0	1	2	0	0
35-44	3	4	2	6	3
45-54	3	4	8	6	5
55-64	20	10	10	5	5
65-74	12	16	15	8	9
75 and over	10	10	2	8	8
Not stated	1	0	0	1	0
Time of Day Pedestrians Killed:					
Midnight- 7:00 A.M.	10	11	10	10	6
7:01 A.M.-10:00 A.M.	3	1	2	0	2
10:01 A.M.- 4:00 P.M.	6	3	8	6	10
4:01 P.M.- 7:00 P.M.	12	17	6	8	7
7:01-Midnight	25	20	18	13	13

BOSTON TRAFFIC DEPARTMENT

27

Pedestrians' Actions in Fataals:	1955	1956	1957	1958	1959
Crossing intersection diagonally .	7	13	15	5	7
From between parked cars . . .	9	6	4	4	2
Walking in roadway	4	9	6	3	9
Against traffic	4	6	6	1	7
With traffic	0	3	0	2	2
Standing in safety zone . . .	0	1	1	0	2
Getting on or off streetcar or an- other vehicle	2	2	0	1	2
Playing in roadway	1	2	2	0	2
Mid-block crossings	15	13	14	12	19
Ran from curb	0	2	0	1	2
Working in roadway	0	0	1	0	0

Five-Year Comparative Study of All Motor Vehicle Traffic Accidents

	1955	1956	1957	1958	1959
Total accidents reported	14,058	14,701	13,391	13,205	12,744
Fatal accidents	61	67	52	49	51
Personal injury accidents	11,138	11,280	12,004	11,882	11,524
Property damage accidents	2,859	3,354	1,387	1,276	1,169
Persons injured	17,820	17,413	18,451	17,700	17,153
Male	11,607	11,409	12,174	11,273	11,193
Female	6,213	6,004	6,277	6,427	5,981
Pedestrians injured in traffic	1,453	1,342	1,240	1,178	1,353
Average injuries per accident	1.12	1.25	1.38	1.49	1.49
Bicyclists injured	223	178	89	69	86
Coasters injured	4	18	5	6	3
Hit and run accidents	67	94	281	541	548
Accidents involving liquor	171	201	280	513	573
Accidents involving taxis	206	199	714	924	1,380
Accidents involving busses	—	—	—	—	384
Registrations of Vehicles:					
City of Boston registrations	9,841	10,221	12,847	13,638	14,583
Massachusetts—outside Boston	4,498	4,937	6,034	6,790	6,544
Out of state registrations	843	946	1,362	1,220	1,268
Unknown	—	—	—	—	441
Locations of Accidents:					
At intersections	8,013	8,516	6,963	8,157	7,528
Between intersections	6,045	6,185	6,428	5,048	5,216
Time of Day Accidents Occurred:					
MIDNIGHT— 7.00 A.M.	2,898	2,793	3,558	3,515	3,450
7.00 A.M.—10.00 A.M.	610	882	646	930	697
10.00 A.M.—4.00 P.M.	2,818	3,087	2,328	3,002	2,744
4.00 P.M.— 7.00 P.M.	3,092	3,234	1,874	2,254	2,163
7.00 P.M.—MIDNIGHT	4,640	4,705	4,985	3,504	3,690
Accidents by Districts:					
Boston Proper (downtown)	—	4,116	3,659	3,479	3,202
Brighton	—	989	1,100	780	747
Charlestown	—	701	793	405	493
Dorchester	—	2,278	1,736	1,774	1,592
East Boston	—	617	739	728	487
Hyde Park	—	546	601	366	380
Roxbury	—	2,558	1,738	2,656	3,001
South Boston	—	1,114	1,099	1,264	1,016
West Roxbury	—	1,782	926	1,753	1,826
Motor vehicle registrations in City of Boston	195,894	193,364	193,565	193,000 (est.)	182,000 (est.)
Pedestrian Accidents by Districts:					
Boston Proper	—	—	333	359	337
Brighton	—	—	72	65	90
Charlestown	—	—	56	45	50
Dorchester	—	—	213	216	263
East Boston	—	—	57	68	57
Hyde Park	—	—	20	21	14
Roxbury	—	—	219	264	328
South Boston	—	—	94	71	96
West Roxbury	—	—	89	105	118
			1,153	1,214	1,348

Traffic Signal Division

During the year 1959 twenty-nine new sets of traffic signals were put in operation at the following locations:

Arlington street, Columbus avenue, and Stuart street.
Commonwealth avenue and St. Mary's street.
Union Park street and Washington street.
Shawmut avenue and West Dedham street.
Shawmut avenue and West Newton street.
Bunker Hill street and Monument street.
Moulton street and Vine street.
Bennington street and Byron street.
Condor street and Meridian street.
Marion street, Meridian street, and White street.
Dorchester avenue, Major Michael J. O'Connor Way, and
Father Anthony Songin Way.
Hyde Park avenue and West street.
Dale street, Oakland street, and Washington street.
Blue Hill avenue, Dudley street, Magazine street, and Mt.
Pleasant avenue.
Elm Hill avenue, Elm Hill Entrance road, and Seaver street.
Maple street and Seaver street.
E street and West Third street.
East Broadway, Emerson street, and I street.
May street, Moss Hill road, and Pond street.
Firth road, Lee Hill road, South street, and Washington street.
Metropolitan avenue and Washington street.
Boylston street, Centre street, Moraine street, and South
Huntington avenue.
Washington street at Engine 55 Firehouse.
Hyde Park avenue and Southbourne road.
Hyde Park avenue (near 140 Hyde Park avenue) and Walk
Hill street.
School street and Washington street.
Albany street, Hampden street, Northampton street, and
Southampton street.
John F. Fitzgerald Expressway Ramp and Massachusetts
avenue.
Massachusetts avenue and Southampton street (north roadway
at Bradston street).

The total number of traffic signal installations, including warning flashers and bridge signals, now being maintained by this department is 430, comprising 2,055 signal posts, 2,994 signal faces, and 9,115 signal lamps.

Modern signal controllers were substituted for obsolete controllers, thus reducing congestion and improving traffic flows by more efficient operation at eight intersections.

TRAFFIC SIGNALS

Unit I (downtown system)

- 48 pretimed
- 4 pedestrian flashers
- 2 warning flashers

Unit II (Back Bay system)

- 64 pretimed
- 3 pedestrian flashers
- 3 warning flashers

ISOLATED

- 136 pretimed
- 110 pedestrian flashers
- 3 traffic-actuated
- 52 warning flashers
- 5 bridge signals (manual)

Totals

- 248 pretimed
- 117 pedestrian flashers
- 3 traffic-actuated
- 57 warning flashers
- 5 bridge signals

430 Grand Total

SIGNAL DIVISION — ANALYSIS OF TROUBLE CALLS, 1959

DESCRIPTION OF TROUBLE	JAN.	FEB.	MAR.	APR.	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.	TOTAL
Board trouble.....	3	1	—	4	2	2	1	—	2	—	3	1	19
Bulbs replaced.....	213	151	207	241	192	179	195	222	172	216	242	194	2,424
Cable trouble.....	—	—	—	—	2	2	1	—	2	1	2	1	11
Clock trouble.....	5	4	3	5	3	4	4	2	6	5	4	2	47
Clock replaced.....	—	—	—	1	1	—	—	2	1	—	1	2	8
Flasher knocked down and replaced.....	1	—	2	2	1	—	—	1	2	—	2	2	14
Found no trouble.....	22	17	24	10	16	15	29	20	10	9	11	14	197
Fuse blown.....	9	9	17	4	11	9	18	17	10	19	9	8	140
Flasher trouble.....	22	16	15	15	21	19	36	24	16	10	19	9	222
Housing changed.....	—	2	—	1	—	3	—	—	—	1	—	—	7
Housing repaired on street.....	28	28	40	20	16	9	26	14	17	16	8	5	227
No. 1 Post knocked down and replaced..	6	6	8	1	3	1	3	4	4	4	7	5	52
No. 2 Post knocked down and replaced..	2	3	1	—	1	—	1	—	—	5	—	2	15
Intersection inspected.....	7	1	2	166	208	198	168	201	86	2	4	9	1,052
Lens cleaned.....	5	1	2	160	201	196	168	201	83	2	4	9	1,032
Microflex trouble.....	1	1	1	—	—	—	—	2	1	4	2	4	16
Miscellaneous*.....	26	26	43	30	17	24	39	22	32	40	27	29	355
Motor trouble.....	3	2	1	4	9	2	7	3	4	1	2	1	39
Motor replaced.....	—	1	2	—	1	—	2	—	2	1	—	—	9
Push button trouble.....	23	23	4	11	8	20	11	9	4	16	20	14	165
Push button replaced.....	7	5	4	3	2	9	8	4	10	7	8	4	71
Relay trouble.....	10	2	5	6	4	5	4	8	7	6	4	7	68
Timer clip or jack trouble.....	3	7	2	1	4	—	2	—	4	2	—	1	26
Timer trouble.....	47	34	35	5	19	24	21	37	40	20	41	39	362
Timer replaced.....	25	19	16	5	14	16	24	39	29	32	30	29	278
Total number of calls.....	457	367	429	536	683	684	489	630	446	372	341	338	5,772

Vehicular miles traveled for signal maintenance: 36,716

* Miscellaneous includes: Put lights on; checked clock time; changed time; put on regular sequence; attached tags, etc.

Department Automotive Fleet

There were eight new vehicles purchased during the year, replacing many old and obsolete pieces of equipment, including an old compressor continuously used since 1947. Four of the parking meter Jeeps were replaced with heavier and sturdier Ford panel trucks due to the new dump collection system requiring more truck space. West-coast-type rear-view mirrors were installed on some signal division trucks where the repair boxes on the trucks blocked clear rear vision with the standard-type mirrors. Two administrative vehicles were disposed of, with only one new replacement, reducing the passenger cars in the department from eight to seven. The signal shop had two of the older trucks replaced with new vehicles. Thus, today the department has perhaps the most modern fleet ever at its disposal to provide efficient service as required in all its divisions. With standardizing the fleet fewer parts are required to be stocked; proper type equipment for specific type work is available with resultant reduction in maintenance costs.

The gasoline pump was removed from outside the garage, and now all vehicles are serviced with gas and oil as they roll out of the garage in the morning eliminating unnecessary maneuvering in the limited yard space and with no concern for inclement weather conditions. The thirty-five vehicles in the fleet traveled a total of 250,000 miles last year, consuming 21,818 gallons of gasoline and using 835 quarts of oil.

**VARIOUS TRAFFIC RULES VOTED
AND ESTABLISHED DURING 1959**

STOP STREETS

Net votes added in 1959 — 46.

**District Distribution of Existing Permanent Votes
December 31, 1959:**

Boston Proper	.	.	.	.	.	.	.	77
Brighton	.	.	.	.	.	.	.	49
Charlestown	.	.	.	.	.	.	.	19
Dorchester	.	.	.	.	.	.	.	90
East Boston	.	.	.	.	.	.	.	18
Hyde Park	.	.	.	.	.	.	.	14
Roxbury	.	.	.	.	.	.	.	91
South Boston	.	.	.	.	.	.	.	23
West Roxbury	.	.	.	.	.	.	.	107
Total	.	.	.	.	.	.	.	488

HEAVY COMMERCIAL VEHICLES EXCLUDED

Net votes added in 1959 — 7.

**District Distribution of Existing Permanent Votes
December 31, 1959:**

Boston Proper	.	.	.	.	.	.	.	5
Brighton	.	.	.	.	.	.	.	11
Charlestown	.	.	.	.	.	.	.	9
Dorchester	.	.	.	.	.	.	.	18
East Boston	.	.	.	.	.	.	.	0
Hyde Park	.	.	.	.	.	.	.	0
Roxbury	.	.	.	.	.	.	.	4
South Boston	.	.	.	.	.	.	.	6
West Roxbury	.	.	.	.	.	.	.	20
Total	.	.	.	.	.	.	.	73

No. of Offenses								Downtown	Uptown
1	57,955	77,171
2	15,296	30,783
3	6,935	19,114
4	3,797	13,519
5	2,425	10,182
6	1,579	7,872
7	1,040	6,211
8	723	4,944
9	503	3,982
10	346	3,322
11	257	2,751
12	205	2,311
13	143	1,915
14	108	1,612
15	79	1,445
16	66	1,248
17	50	1,087
18	37	966
19	26	831
20	18	716
21	13	636
22	8	546
23	6	493
24	5	446
25	4	408
26	2	341
27	1	332
28	1	289
29	1	266
30	1	244
31	1	210
32	1	198
33	1	171
34	1	163
35	1	137
36	1	136
37	1	110
38	1	110
39	1	105
40	1	92
41	1	91
42	1	75

No. of Offenses		Downtown	Uptown
1		57,955	77,171
2		15,296	30,783
3		6,935	19,114
4		3,797	13,519
5		2,425	10,182
6		1,579	7,872
7		1,040	6,211
8		723	4,944
9		503	3,982
10		346	3,322
11		257	2,751
12		205	2,311
13		143	1,915
14		108	1,612
15		79	1,445
16		66	1,248
17		50	1,087
18		37	966
19		26	831
20		18	716
21		13	636
22		8	546
23		6	493
24		5	446
25		4	408
26		2	341
27		1	332
28		1	289
29		1	266
30		1	244
31		1	210
32		1	198
33		1	171
34		1	163
35		1	137
36		1	136
37		1	110
38		1	110
39		1	105
40		1	92
41		1	91
42		1	75

BOSTON TRAFFIC DEPARTMENT

37

[illegible]

DOWNTOWN BOSTON PARKING FACILITIES

(North of Massachusetts Avenue)

1. Open-air lots

A — Inner Cordon	.	.	6,410	
B — Outer Cordon	.	.	2,110	
Total	.	.	<u> </u>	8,520

2. Privately owned public garages

A — Inner Cordon	.	.	8,343	
B — Outer Cordon	.	.	4,818	
Total	.	.	<u> </u>	13,161

3. City of Boston owned public garages

A — Inner Cordon	.	.	5,454	
B — Outer Cordon	.	.	625	
Total	.	.	<u> </u>	6,079

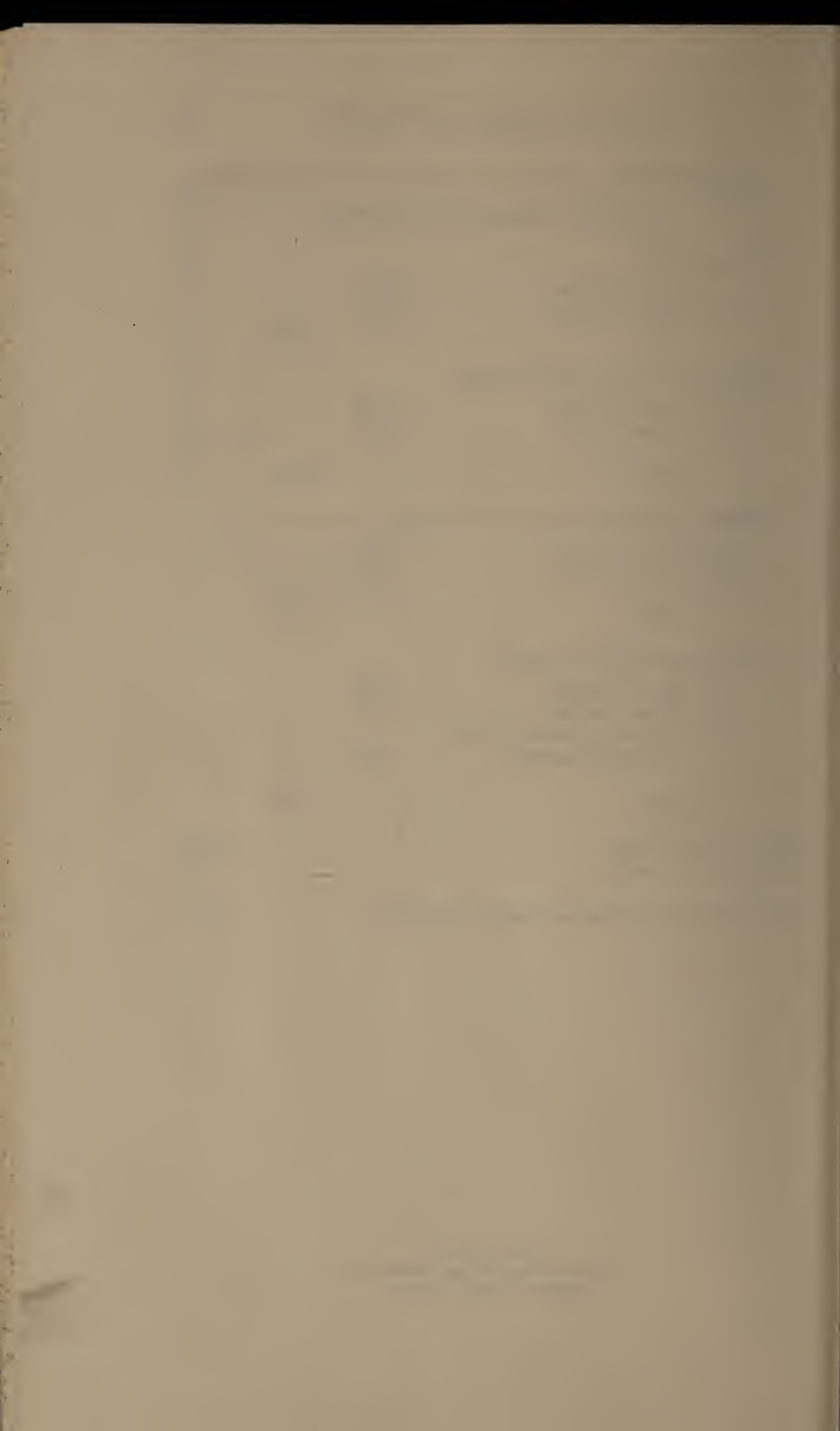
4. Metered on-street parking

A — Inner Cordon	.	.	1,526	
B — Outer Cordon	.	.	1,852	
C — Off-street meters (under Central Artery)	.	.	309	
Total	.	.	<u> </u>	3,687

Total Inner Cordon	22,042
--------------------	---	---	---	---	---	---	--------

Total Outer Cordon	9,405
--------------------	---	---	---	---	---	---	-------

Total Downtown Boston Parking Facilities	<u>31,447</u>
--	---	---	---	---	---	---	---------------



500.501.
[DOCUMENT 21 — 1962.]



ANNUAL REPORT

OF THE

BOSTON TRAFFIC DEPARTMENT

4/5/63

FOR THE YEAR ENDING DECEMBER 31, 1961

BOSTON, January 15, 1962.

HON. JOHN F. COLLINS,
Mayor of Boston.

DEAR SIR:

I have the honor to submit herewith the annual report of the Boston Traffic Department for the year ending December 31, 1961.

Respectfully submitted,

THOMAS F. CARTY,
Traffic Commissioner.

Boston City Messenger & Co
April 5, 1963

I n d e x

	PAGE
ACCIDENT STUDIES	21
ADMINISTRATION	9
APPENDIX	37
DEPARTMENT VEHICULAR FLEET	31
DEPARTMENTAL ACTIVITIES	13
DOWNTOWN PARKING FACILITIES	38
EXPENDITURES	8
GENERAL SERVICES	5
INVESTIGATION DIVISION	14
MEMBERS OF BOSTON TRAFFIC COMMISSION	4
PARKING FACILITIES IN DOWNTOWN BOSTON	38
PARKING METER DIVISION	18
PARKING VIOLATIONS	36
ROADWAY PAINTING	17
RULES AND REGULATIONS ESTABLISHED IN 1961	33
SAFETY EDUCATION DIVISION	19
STATISTICS FOR QUICK REFERENCE	6
TRAFFIC SIGNAL DIVISION	28

*Members of the
Boston Traffic Commission
1961*

CHAIRMAN

Traffic Commissioner THOMAS F. CARTY,
Boston Traffic Department

ASSOCIATE COMMISSIONERS

Commissioner LEO J. SULLIVAN, Police Department

Commissioner THOMAS J. GRIFFIN, Fire Department

Commissioner JAMES J. SULLIVAN, Real Property Board

Commissioner JAMES W. HALEY,
Public Works Department

SECRETARY

Deputy Traffic Commissioner WILLIAM T. DOYLE,
Boston Traffic Department

GENERAL SERVICES

Statistics for Quick Reference

Area of the City — 47.81 square miles

Bus Stop Permits — New in 1961: MTA — 59

Canceled in 1961: MTA — 63

Existing bus stops December 31, 1961 1476

Employees — 129

Expenditures — \$872,147.71

Loading Zones — Paid in 1961 853

No charge (churches, schools, hospitals, etc.) 27

Total existing loading zones December 31, 1961 880

Parking Meters — 7,919 (including all districts)

Permits — Special temporary for construction, etc. 208

Parades 97

Total permits issued in 1961 305

Population — 697,197 (Federal Census, 1960)

Public Alleys — 83

Public Streets — 3,267 (approximately 798.50 miles)

MDC parkways — 35 miles

State highways — 6 miles

Expressways or limited access highways — 29 miles

Part-public streets 215

Private ways — 1,847 (approximately 118 miles)

Bridges, overpasses, etc. 198

Revenue — Parking meters \$560,880 38

Loading zones 50,433 00

Direction sign fees 305 00

Total revenue \$611,618 38

Roadway Painting and Traffic Signs:

Miles of roadway painted 194

New traffic signs installed 3,190

Old signs replaced 1,750

Total permanent traffic signs maintained (estimate) 31,000

Speed Distribution Studies:

Studies made with electronic speed meter 1

Number of studies zoned for speed control 1

BOSTON TRAFFIC DEPARTMENT

7

Traffic Engineering Studies and Investigations:

Miscellaneous investigations	510
Parking studies made	30
Special investigations as result of correspondence	1,075

Traffic Rules:

	Net Changes in 1961	Total Existing
Commercial Vehicles Excluded	Added 7	83
One-way streets	Added 98	1,293
Parking prohibitions	Reduced 107	2,142
Stop streets	Added 52	572
No Left Turns Permitted		66
No Right Turns Permitted		2
No "U" Turns Permitted		17

Traffic Signal Installations:

	BTD	MDC (Boston)
Automatic stop and go	252	68
Pedestrian flashers	130	10
Warning flashers	59	
Bridge signals (manual)	5	1
Vehicles actuated	3	12
Totals	449	91

Vehicle Registrations in Municipal Boston

(passenger cars and Commercial vehicles):

1961 (estimate)	195,000
1960	191,000
1958	187,020
1956	193,508
1940	82,590

Vehicular Counts:

Number of intersection counts taken	160
1958 volume counts:	
Inner cordon	210,000
Outer cordon	275,000
Expressway volume counts (average daily volume):	
North of Sumner Tunnel	75,000
Tunnel Section	95,000
South of Columbia Road	85,000

Violation of Parking Rules (tags issued by Police Department):

		Fines Paid
Tags issued by Police Department (all Divisions)	437,749	\$388,797 24
Court cases (Municipal Court only)	26,318	63,130 00
Cars towed in Towing Area	42,846	

Comparative Traffic Commission Expenditures

1. Personal Services	1960	1961
Permanent employees	\$542,174 13	\$579,878 59
Temporary employees	1,553 75	1,682 75
Overtime	2,474 89	8,332 37
Total	\$546,202 77	\$589,893 71
2. Contractual Services		
Communications	\$4,747 46	\$5,476 38
Light, heat, and power	64,504 87	66,712 47
Repairs and maintenance of buildings and structures	2,642 17	9,042 34
Repairs and servicing of equip- ment	5,016 52	4,000 55
Transportation of persons	3,931 10	4,540 10
Miscellaneous contractual serv- ices	69,564 35	87,068 90
Total	\$150,406 47	\$176,859 74
3. Supplies and Materials		
Automotive Supplies and ma- terials	\$5,555 32	\$6,026 48
Heating supplies and materials	2,514 38	3,412 02
Household supplies and materials	624 33	557 88
Medical, dental, and hospital supplies and materials	9 55	—
Office supplies and materials	1,641 04	1,821 31
Miscellaneous supplies and ma- terials	66,761 94	83,007 21
Total	\$77,106 56	\$94,824 85
4. Current Charges and Obligations		
Miscellaneous current charges and obligations	\$979 85	\$1,048 30
5. Equipment		
Automotive equipment	\$5,472 23	\$4,028 00
Office furniture and equipment	—	182 00
Miscellaneous equipment	13,584 12	5,312 11
Total	\$19,056 35	\$9,522 11
Grand Totals	\$793,752 00	\$872,147 71

Administration

There were eighteen meetings of the Traffic Commission held during the year 1961. Since January, a major change in the membership of the Traffic Commission took place which saw the Fire Commissioner replace the Park Commissioner as Associate Traffic Commissioner. This change was made because it was determined that fire apparatus are definitely affected by traffic conditions throughout the city and therefore it is only fitting that the Fire Commissioner should sit at all Traffic Commission meetings in order to voice an opinion on all rules and regulations that come before this Commission for its approval.

There was an overall reappraisal of the emergency parking prohibitions throughout the city affecting snow removal and street cleaning with the result that no parking would be allowed on any major street or arterial roadway or on streets used by trackless trolleys, motor buses or street cars, until such emergency was declared ended by the Traffic Commissioner, or the street cleaning program was completed.

The critical parking conditions that have continued to be the major problem in the city received a three-prong attack during the year with the stepped-up police enforcement of parking violations which saw the number of cars towed almost doubled over the previous year; the increase of the parking meter fees from five cents to ten cents throughout the downtown area; and the complete elimination of the one cent parking fee for twelve minutes which was changed to a straight five cents per hour fee throughout all the other districts of the city. The long awaited opening of the Boston Common underground garage now provides an additional 1500 available parking spaces in the core area and an innovation has successfully been adopted in this type of parking wherein patrons may take advantage of a free bus shuttle system which continually carries passengers to and from the shopping area.

A new system of parking in the districts outside the downtown area was put in operation as a substitute for the previous so-called alternate parking system. Motorists are now allowed to park on the odd-numbered sides of most streets from 12:01 A.M. to 8:00 A.M. for a consecutive period of four months. Since this would carry them into the following year it is understood that at the end of the winter season motorists would change over to the even side for a consecutive uninterrupted period. This system seems to have met with the approval of both the police, the traffic engineers, and the motorists themselves and it is hoped that this is the solution to the parking problem in the residential areas.

The Commission established a new schedule of fines as permitted through a legislative act to include the entire tow area in the downtown section and to affect all districts throughout the city. The city was divided into two zones, zone "A" includes the entire downtown Boston area, and zone "B" would include all other areas outside downtown Boston as defined in the Boston Traffic Commission rules and regulations. See chart indicating the violation codes for both zone "A" and zone "B" and the fines affecting these violations on Appendix 1. In the short period that this system was in effect during the year 1961 both police and traffic officials are agreed that the direct results will substantially improve the congestion that these violations create.

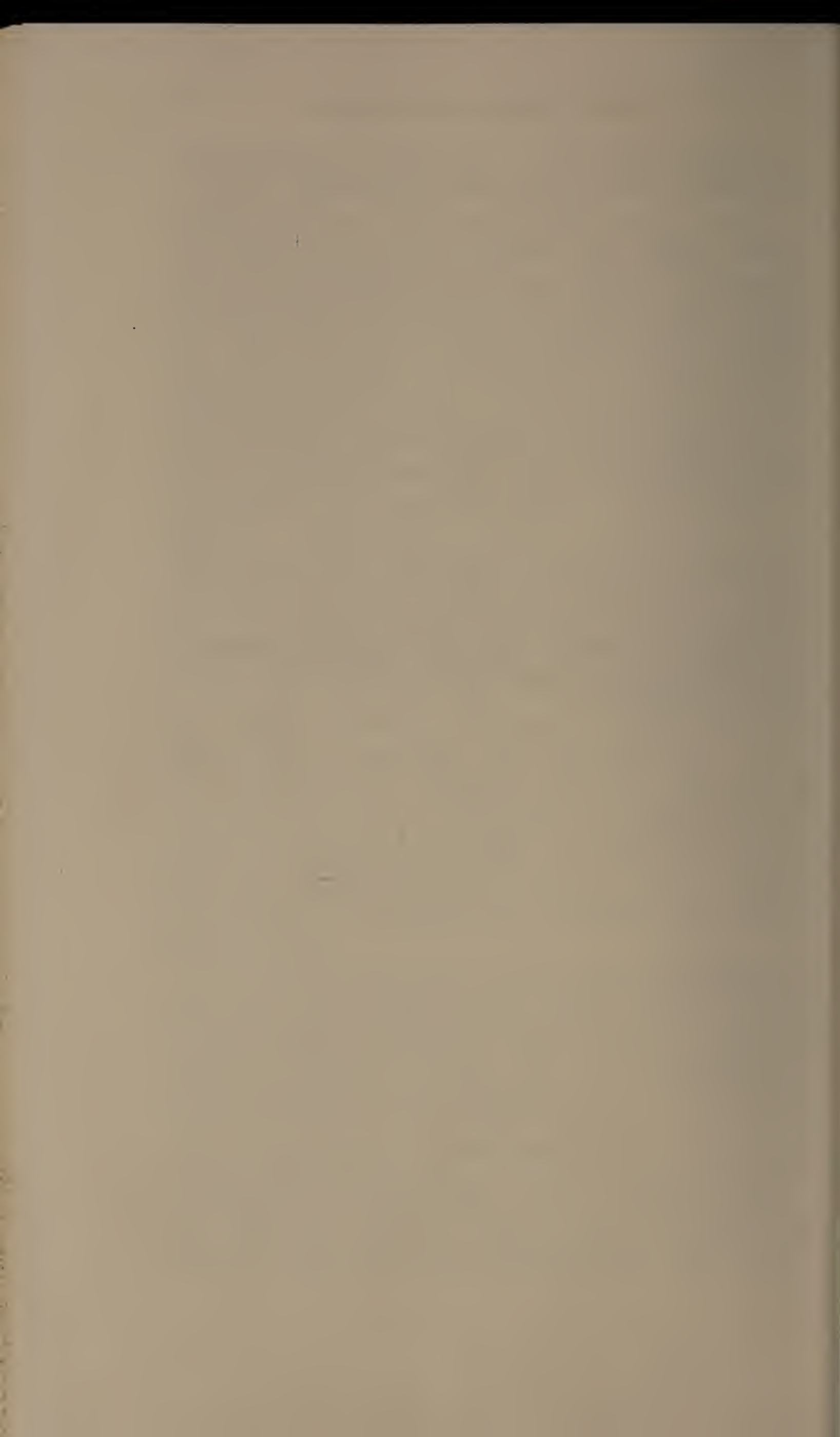
Speed studies were made in the East Boston, Brighton, South End, and South Boston districts with a view to relieve traffic congestion in these areas by creating a pattern of one-way streets. It is believed that this will also facilitate snow removal and street cleaning operations in these thickly settled areas.

The Department, in continuing its policy of establishing speed control zones on busy arterial roads in the interest of public safety had a complete study made with an electronic speed meter of Neponset Avenue in Dorchester and the appropriate signs were

established indicating a speed limit of 30 miles per hour from Fields Corner to Neponset Circle.

Final approval was confirmed for the new Government Center and demolition was undertaken immediately. Actual construction is anticipated to begin some time the latter part of 1962 when a good portion of the acreage involved shall have been cleared. The Department's Chief Engineer, working with those agencies under contract in the Government Center, will be confronted with the problem of creating changes in the traffic patterns throughout this area which will include detours for both short and long-haul routes.

Mayor John F. Collins, in July, named Thomas F. Carty as his new Traffic Commissioner replacing Thomas J. Griffin who became the new Fire Commissioner. In revising his staff of department heads the Mayor selected to install Mr. Carty as his new Traffic Commissioner because of his well qualified background of twelve years in transportation with the Metropolitan Transit Authority.



DEPARTMENTAL ACTIVITIES

Investigation Division

The Investigation Division was kept busy throughout the year in supervising the many detours as a result of the installation of 21,500 feet of underground electrical cable carrying 130,000 volts by the Boston Edison Company. These cable lines consisted of two welded underground conduits installed from the Edison Service Station on Lincoln Street in Brighton to the Edison Service Station on Carver Street in downtown Boston. This project followed the very heavily traveled arteries of Brighton Avenue, Commonwealth Avenue through Kenmore Square to Clarendon Street, Stuart Street, and to Carver Street.

A feeder oil pipe line was also installed from the Oil Farm connecting the Oil Farm at "A" Street, South Boston to the main steam-heating plant at Kneeland Street, Boston Proper. This line covered a distance of 17,620 feet and was also supervised by the Investigation Division to handle the necessary detours to maintain the flow of traffic.

Both the above projects were completed during the year with a minimum of traffic congestion.

Other construction projects involved supervision in respect to special routing of traffic including the rebuilding of the Bennington Street Railroad Bridge in East Boston and its approaches and the development of new traffic patterns in the area of the new Lt. William Callahan Tunnel. This Division also undertook the resigning of all surface roadways under the Fitzgerald Expressway and the resigning of the extended tow area into the Back Bay and the street cleaning regulation initiated for the city of Boston Public Works Department.

SUMMARY OF ACTIVITIES

ADMINISTRATIVE

Numbered directives processed	573
Field sheets sign location (permanent votes)	302
Shop order (sign location verifications)	735
Temporary shop orders (verified)	144
Temporary construction votes	208

LOADING ZONES

Renewals	787
New applications approved	93
Loading zone signs	23
No charge	27
Total loading zones issued	907

STREET OPENINGS OCCUPATIONS TO PUBLIC WORKS DEPARTMENT

General approvals	1,261
Oversize, overweight	12
Mass furniture movings	2
Exceptional detours	1

MAINTENANCE AND OPERATIONAL

SIGNS ISSUED

Portable (road construction)	285
Permanent (Chapter 90):	
A.—Directional	20
B.—Prohibition	168
	<hr/>
Total	188
Special detours	65
Parade routes	18

AUXILIARY PAPER SIGNS ISSUED

Parade	325
Construction	1,800
Emergencies	225
Directional	118

SIGN MAINTENANCE

Permanent signs

Existing	40,093	
New	1,800	
	<hr/>	41,893
Damaged signs reported		1,562
Repaired and verified		1,772
New signs installed:		
A. Regulatory and directional	1,632	
B. Tow Area	168	
	<hr/>	
Total		1,800
Tow area added to existing signs		2,100
Signs and poles removed		635
Salvaged		470

Summary of Roadway Painting

A comparison of the type and amount of roadway painting performed in 1960 and 1961 is as follows:

TYPE							LINEAR 1960	FOOTAGE 1961
Crosswalks . . . . .	.	.	.	.	.	.	448,433	433,438
Center lines . . . . .	.	.	.	.	.	.	180,387	184,304
Lane lines . . . . .	.	.	.	.	.	.	337,824	317,200
Stop lines . . . . .	.	.	.	.	.	.	12,116	27,528
"Slow" . . . . .	.	.	.	.	.	.	12,250	12,250
Curbs . . . . .	.	.	.	.	.	.	3,000	3,000
Loading zones . . . . .	.	.	.	.	.	.	35,011	26,409
Other (parking stalls, specials) . . . . .	.	.	.	.	.	.	50,000	None
Total linear feet							1,079,021	1,024,129
Miles							205	194
Total number of crosswalks painted							4,568	

Parking Meter Division

There was a great deal of activity in the Parking Meter Division during the year 1961. Both His Honor the Mayor and the City Council gave their complete approval for the purchase of new ten-cent parking meters to replace the five-cent meters in the entire downtown area. This conversion was begun on July 1, 1961, and during the remaining six months of the year, 5,919 parking meters in this area were installed with these new meter heads.

With the complete elimination of the one-cent per twelve minutes meters, over 2,000 meters in the outlying districts were converted with the five-cent meters formerly used in the downtown area.

Many new areas in the Back Bay and business sections in the outlying districts also had parking meters installed for the first time with the result that the total number of meters at the end of the year 1961 was 8,670, an increase of over 650 from the previous year.

Revenue from parking meters as a result increased by approximately \$150,000.00 and this figure is anticipated to increase an additional \$300,000.00 during the year 1962 when this conversion program shall have been completed.

Safety Education Division

A program of public relations through the Safety Education Division was stepped up during the year 1961 in an attempt to create a closer relationship to the motoring public and to the thousands of pedestrians in Boston. The first annual Traffic Safety Week program was held on the Boston Common the week of June 12. Mayor John F. Collins officially proclaimed Traffic Safety Week in the city of Boston and the program was a mutual affair, sponsored by the Boston Traffic Department, Boston Police Department and the Registry of Motor Vehicles. The daily editorials in the newspapers, spot announcements on radio and television and the personal interviews of recognized authorities in traffic safety stimulated the interest of the general public to attend the demonstrations at the center of activities on the Boston Common. The cooperation of the various agencies involved in traffic safety and the many insurance companies who underwrite automobile insurance all contributed to the success of this program. It is estimated that over fifty thousand people participated in the Common demonstrations and through the media of newspapers, a majority of the greater Boston residents were alerted to this endeavor.

The Safety Education Division entered a suitable float in various parades held throughout the year with numerous safety slogans that were viewed by the many thousands of observers along the parade routes.

In cooperation with the Boston Police Department in their selective enforcement program, the high accident frequency locations throughout the city were substantially decreased and all indications are that this type of program will be continued and will be a contributing factor in the accident reduction program. Commissioner Carty, in his annual summary of motor vehicle traffic accidents within the city of Boston during 1961, submits that the prevention of traffic accidents is a continuing program every day of the year.

Some of the highlights in his report are as follows:

1. There were 47 persons killed in 47 fatal accidents.
2. There were 39 pedestrians killed, 5 operators of motor vehicles, 2 occupants, and 1 bicycle rider.

Pedestrians constituted 83% of the total fatalities in 1961.

3. In the age groups there were 5 children up to 15 years of age killed, all of whom were pedestrians. 34 adults were killed as pedestrians, 19 of whom were over 55 years of age, and 10 were 65 or over.

4. During the daylight hours 16 people lost their lives in traffic accidents and 31 were killed during the hours of darkness. Of these 31 killed during the hours of darkness, 28 were adult pedestrians.

5. 25 persons lost their lives AT intersections, 9 of which intersections were signalized, and 22 people were killed in accidents BETWEEN intersections.

6. There were 37 males killed as against 10 females. Of the 39 pedestrians killed, 30 were males and 9 were females.

7. A two-year-old pedestrian was killed running into the street between intersections, and an 82-year old pedestrian was killed crossing diagonally an intersection which had no traffic controls.

8. October was the worst month with 7 fatal accidents while July was the safest month wherein there were no fatal accidents reported. Thursday was the worst day with 13 fatalities. 16 fatal accidents occurred between the hours of 7 P.M. and midnight, and 10 fatal accidents happened from midnight to 3 A.M. Boston Proper District including the entire downtown area, the North and West end areas and the greater part of the Back Bay area had the worst fatality record with 16, while Hyde Park had no fatal accidents at all.

9. Boston's death rate for 1961 was 6.7 per 100,000 population as compared to 9.8 for other cities in the same population group, and a national average for all cities and towns of 9.2.

Five-Year Comparative Analysis of Motor Vehicle Fatalities

	1957	1958	1959	1960	1961
Persons killed:	53	50	52	47	47
Pedestrians	42	37	38	37	39
Operators	7	11	8	7	5
Occupants	2	1	6	3	2
Ride stealers	0	0	1	2	0
Bicyclists	2	0	1	0	1
Coasters	0	0	0	0	0
Motorcyclists	0	1	0	2	1
Males killed	34	38	37	36	37
Male pedestrians	27	27	26	27	30
Females killed	19	11	15	11	10
Female pedestrians	17	10	12	10	9
Adults killed (15 or over)	48	44	43	36	42
Adult pedestrians	38	33	30	27	34
Children killed (under 15)	5	5	9	11	5
Child pedestrians	5	4	8	10	5
Killed during hours of dark	34	30	30	30	31
Pedestrians — darkness	29	23	20	23	28
Killed during daylight hours	18	19	22	17	16
Pedestrians — daylight	15	14	17	14	11
Killed by hit and run drivers	4	7	3	8	5
Killed by drunken drivers	1	5	0	1	1
Excessive speeding	7	5	5	8	3
Age of Operators Involved:					
Under 25	10	11	13	7	12
25 or over	35	31	31	27	32
Unknown	7	7	8	12	7
By Districts:					
Boston Proper	18	8	8	14	16
Brighton	6	7	5	4	2
Charlestown	4	0	1	3	1
Dorchester	5	7	11	7	6
East Boston	3	1	3	1	4
Hyde Park	2	0	1	1	0
Roxbury	6	15	9	11	9
South Boston	5	3	5	2	6
West Roxbury	3	8	9	4	3
Registrations Involved:					
Boston	28	31	33	23	30
Massachusetts (outside Boston)	19	15	13	14	13
Out of State	3	2	3	3	3
Unknown	0	0	3	6	4

	1957	1958	1959	1960	1961
Type of Vehicles Involved:					
Passenger cars	39	44	40	37	38
Trucks	10	6	8	7	10
Buses	0	2	4	1	0
Taxis	1	2	3	2	2
Motorcycles	0	2	0	2	1
Streetcars	0	0	0	0	0
Railroad trains	0	0	0	0	0
By Months:					
January	1	4	4	6	5
February	1	3	4	3	2
March	6	3	2	1	5
April	1	4	5	4	3
May	9	3	6	7	6
June	3	5	4	2	5
July	4	4	7	4	0
August	1	3	1	6	6
September	4	3	1	3	2
October	9	5	2	1	7
November	3	3	4	4	2
December	9	8	9	6	4
Day of the Week:					
Sunday	8	7	8	6	7
Monday	8	4	8	3	5
Tuesday	8	7	6	3	5
Wednesday	6	8	9	5	2
Thursday	4	11	3	7	13
Friday	7	5	7	13	9
Saturday	10	7	11	10	6
Location of Fatalities:					
At intersections	17	12	20	21	25
Signalized intersections	7	4	5	9	9
Between intersections	27	33	32	25	22
Type of Fatal Accidents:					
Auto vs. pedestrian	32	36	28	28	31
Auto vs. auto	2	2	2	3	3
Auto vs. truck	1	3	2	0	2
Auto vs. fixed object	6	6	7	5	1
Auto vs. freight car or streetcar	0	0	0	0	0
Bus vs. pedestrian	0	2	3	1	0
Truck vs. pedestrian	9	2	6	7	8
Truck vs. fixed object	0	1	1	0	0
Motorcycle vs. motorcycle	0	0	0	0	0
Noncollision	0	0	1	2	2
Ran off roadway	0	0	1	0	0

BOSTON TRAFFIC DEPARTMENT

23

LOCATION	District	Date	Time	Type	Killed	Age	Sex	Registration	Driver Age	Sex	Remarks
Ineeland st. and Expressway.....	B. P.	1-1	3.32 A.M.	A-A	Occ	23	M	Boston-N. Y.	34-23	M	Intersection, speeding
46 Blue Hill av.....	Rox.	1-15	1.20 A.M.	A-Ped	Ped	44	M	Boston	31	M	O.W.L., opposite to end
ongress st. and Dorchester av.....	B. P.	1-19	6.20 P.M.	A-Ped	Ped	63	M	Unknown	—	—	Hit and run
enclon and Washington sts.....	Dor.	1-23	6.20 A.M.	A-Ped	Ped	63	M	Boston	25	M	Speeding, skid
rove and Stinson sts.....	W. Rox.	1-27	8.40 P.M.	A-Ped	Ped	61	M	E. Dedham	39	M	Pedestrian walking with traffic
43 Dorchester st.....	S. B.	2-2	4.10 P.M.	A-Ped	Ped	74	F	Needham	65	M	Between intersections, against traffic
oylston st. and Hadassah Way.....	B. P.	2-19	3.20 A.M.	A-Ped	Ped	23	M	Boston	32	M	Icy road, skid, T. F. C.
entre and Lamartine sts.....	W. R.	3-4	10.55 P.M.	A-A	Oper	24	M	Quincy-	24	M	
oston and Power sts.....	S. B.	3-6	6.35 P.M.	A-Ped	Ped	67	M	Boston	29	M	Speeding, failed stop sign
45 Welles av.....	Dor.	3-13	2.55 P.M.	A-Ped	Ped	4	F	Quincy	26	M	Crossing diagonally
93 Tremont st.....	B. P.	3-19	6.22 P.M.	A-Ped	Ped	80	M	South Boston	57	M	Between parked cars
015 Columbus av.....	Rox.	3-19	2.05 A.M.	N Coll	Oper	26	M	Boston	39	M	Crossing between moving cars
5 New st.....	E. B.	4-4	12.30 P.M.	TR-Ped	Ped	6	M	New Bedford	26	M	Seooter skid tossing operator to center curb
arrison and Massachusetts avs.....	B. P.	4-13	7.45 P.M.	A-Ped	Ped	60	F	Boston	46	M	Backing to platform
artmouth and Tremont sts.....	B. P.	4-13	1.34 A.M.	A-Ped	Ped	70	M	Unknown	25	M	Pedestrian against traffic
assachusetts av. and Washington st.....	B. P.	5-3	11.53 P.M.	A-Ped	Ped	69	M	S. Weymouth	—	—	Hit and run
oylston st. near Tremont st.....	B. P.	5-5	8.25 A.M.	TR-Ped	Ped	31	M	Boston	59	M	Pedestrian against signal
iver and Standard sts.....	Dor.	5-12	7.05 P.M.	N Coll	Oper	38	M	Boston	33	M	Midblock crossing
and Sumner sts.....	S. B.	5-18	1.38 A.M.	A-TR	Oper	20	M	W. Virginia	38	M	Police officer thrown from cycle
olumbus av. near Dartmouth st.....	B. P.	5-19	10.10 A.M.	A-Ped	Ped	60	M	Boston	20	M	Against signal flasher
4 Tremont st.....	B. P.	5-27	11.05 P.M.	A-Ped	Ped	60	M	Boston	35	M	Vehicle right turn
61 Saratoga st.....	E. B.	6-9	11.30 P.M.	A-Ped	Ped	23	M	Boston	43	M	Pedestrian between parked cars
urke and Tremont sts.....	Rox.	6-12	8.40 P.M.	A-Ped	Ped	60	M	Boston	24	M	Hit and run, DUIL
onHillern st.....	S. B.	6-15	8.20 A.M.	TR-Ped	Ped	50	M	Boston	18	M	Against traffic
and East Second sts.....	S. B.	6-21	4.45 P.M.	A-Ped	Ped	3	M	Brockton	50	M	Tractor rolled back
71 Columbus av.....	B. P.	6-27	11.39 P.M.	A-Ped	Ped	73	M	Westwood	48	M	Ran into street
awnut and West Dedham sts.....	B. P.	8-6	10.39 P.M.	A-Ped	Ped	55	M	Boston	18	M	Crossing between intersections
remont and Waltham sts.....	B. P.	8-10	11.45 P.M.	A-Ped	Ped	53	M	Canton	—	M	Against signals
enton and Tremont sts.....	Rox.	8-10	11.30 P.M.	A-Ped	Ped	53	M	Boston	50	M	Intersection, no signal
entre and Green sts.....	W. R.	8-17	2.50 A.M.	A-TR	Oper	43	M	Boston-	26	M	Against traffic
olumbus av. near Dartmouth st.....	B. P.	8-17	3.10 P.M.	TR-Ped	Ped	82	M	Cambridge	43	M	Lost control
artlett and Washington sts.....	Rox.	8-26	10.50 P.M.	A-FO	Occ	27	F	Watertown	53	M	Crossing diagonally
edford and North Mead sts.....	Chas.	9-22	12.30 A.M.	A-Ped	Ped	37	M	Boston	22	M	Struck MTA upright
Paris st.....	E. B.	9-23	8.15 P.M.	TR-Ped	Ped	71	M	Chastown	22	M	Wet pavement, skid
averick st.....	E. B.	10-5	2.45 P.M.	A-Ped	Ped	2	F	Boston	19	M	Midblock crossing
S Beacon st.....	B. P.	10-5	4.00 P.M.	TR-Ped	Ped	12	M	Boston Connecticut	—	M	Midblock crossing
									24	M	Bicycle rider

TRAFFIC FATALITY STUDY — JANUARY 1, 1960 — DECEMBER 31, 1961 — Concluded

LOCATION	District	Date	Time	Type	Killed	Age	Sex	Registration	Driver Age	Sex	Remarks
Columbus av. and Sarsfield st.....	Rox.	10-13	7.45 P.M.	A-Ped	Ped	75	M	Boston	—	M	Intersection, no signal
133 Warren st.....	Rox.	10-15	12.21 A.M.	TR-Ped	Ped	17	F	Boston	29	M	Crossing diagonally
Commonwealth and Summit avs.....	Bri.	10-26	1.18 A.M.	A-Ped	Ped	40	M	Everett	39	F	Getting off street car
Dudley and Woodward sts.....	Rox.	10-27	1.00 A.M.	A-Ped	Ped	65	F	Unknown	—	—	Hit and run
Kimble st.....	Rox.	10-31	5.00 P.M.	A-Ped	Ped	47	M	Unknown	—	—	Hit and run
Columbia rd. and Washington st.....	Dor.	11-7	7.35 P.M.	A-Ped	Ped	72	M	Boston	43	M	Against signal
Columbus av. near Cazenove st.....	B. P.	11-18	1.54 A.M.	A-Ped	Ped	53	M	Quincy	29	M	Sight obscured, abutment
Everett and Holton sts.....	Bri.	12-4	7.40 A.M.	A-A	Oper	28	M	Boston	28-24	M	Against one-way
953 Blue Hill av.....	Dor.	12-8	6.25 P.M.	Taxi-P	Ped	62	F	Boston	24	M	Speeding
Spencer st. and Talbot av.....	Dor.	12-12	5.26 P.M.	Taxi-P	Ped	34	F	Boston	22	M	Excessive speed
673 East Broadway.....	S. B.	12-23	8.14 P.M.	TR-Ped	Ped	46	F	Boston	43	M	Fire truck going to call

MV — motor vehicle; Ped — pedestrian; FO — fixed object; TR — truck

SUMMARY

Fatal Accidents	47	Adults	34	ACTIONS OF PEDESTRIANS:	3
Types: Auto-pedestrians	29	(over 55)	19	Between parked cars	1
Truck-pedestrians	8	(over 65)	10	With traffic	1
Taxi-pedestrians	2	Bicycle	1	Against traffic	3
Auto-auto	3	Adults (at night)	28	Crossing diagonally	4
Auto-truck	2	Operators	5	Against signal	4
Auto-fixed object	1	Occupants	2	Midblock	4
Noncollision	2	Registrations Involved:		Ran into road	1
TIME: Daylight	16	Boston	30	Getting off street car	1
Darkness	31	Massachusetts (non-Boston)	13	Bicycle rider	1
LOCATIONS: AT intersections	25	Out of state	3		
(signal)	9	Unknown	4	ACTIONS OF DRIVERS:	3
BETWEEN intersections	22			Speed	4
PERSONS KILLED	47	AGES OF DRIVERS:		Legal violation	5
Male	37	Under 25 years	12	Hit and run	3
Female	10	Over 25 years	32	Skid, wet or ice	5
		Unknown age	7	Backing	2
PEDESTRIANS	39	SEX OF DRIVERS:		Bump in road	1
Male	30	Male	46	Turn at intersection	1
Female	9	Female	1	Lost control	1
Child (1-15 years)	5	Unknown sex	4	Sight obscured	1

Study of Pedestrian Fatalities

	1957	1958	1959	1960	1961
By Districts:					
Boston Proper	17	7	8	14	15
Brighton	5	6	4	2	1
Charlestown	2	0	0	1	1
Dorchester	5	5	8	6	5
East Boston	3	1	2	1	4
Hyde Park	1	0	1	1	0
Roxbury	5	12	6	9	7
South Boston	3	0	4	1	5
West Roxbury	3	6	5	2	1
Location of Pedestrian Fatalities:					
At intersections	13	9	11	18	19
Signalized intersections	3	4	4	8	6
Against signal	3	1	3	4	5
With signal	0	0	0	2	1
Between intersections	13	15	23	19	20
Hit and run pedestrian fatalities	4	7	3	7	5
Age Groups of Pedestrians Killed:					
0-4	3	1	4	4	3
5-9	1	2	1	5	1
10-14	1	0	3	1	1
15-17	0	0	0	0	1
18-24	0	0	0	0	2
25-34	2	0	0	1	2
35-44	2	6	3	2	3
45-54	8	6	5	2	6
55-64	10	5	5	5	9
65-74	15	8	9	9	8
75 and over	2	8	8	8	3
Not stated	0	1	0	0	0
Time of Day Pedestrians Killed:					
Midnight-7:00 A.M.	10	10	6	7	13
7:01 A.M.-10:00 A.M.	2	0	2	1	4
10:01 A.M.-4:00 P.M.	8	6	10	6	5

	1957	1958	1959	1960	1961
4:01 P.M.—7:00 P.M.	6	8	7	11	9
7:01 P.M.—Midnight	18	13	13	12	16

Pedestrians' Actions in Fataals:

Crossing intersection diagonally	15	5	7	5	4
From between parked cars	4	4	2	4	3
Walking in roadway	6	3	9	12	4
Against traffic	6	1	7	3	3
With traffic	0	2	2	9	1
Standing in safety zone	1	0	2	1	0
Getting on or off streetcar or another vehicle	0	1	2	0	1
Playing in roadway	2	0	2	0	0
Mid-block crossings	14	12	19	6	4
Ran from curb	0	1	2	0	1
Working in roadway	1	0	0	0	0

Five-Year Comparative Study of All Motor Vehicle Traffic Accidents

	1957	1958	1959	1960	1961
Total accidents reported	13,391	13,205	12,744	13,035	13,017
Fatal accidents	52	49	51	46	47
Personal injury accidents	12,004	11,882	11,524	11,779	11,521
Property damage accidents	1,387	1,276	1,169	1,210	1,449
Persons killed	53	50	52	47	47
Persons injured	18,451	17,700	17,153	19,693	21,658
Male	12,174	11,273	11,193	12,673	14,073
Female	6,277	6,427	5,981	7,020	7,585
Pedestrians injured in traffic	1,240	1,178	1,353	1,385	1,431
Average injuries per accident	1.38	1.49	1.49	1.51	1.66
Bicyclists injured	89	69	86	62	73
Coasters injured	5	6	3	9	11
Hit and run accidents	281	541	548	481	634
Accidents involving liquor	280	513	573	469	547
Accidents involving taxis	714	924	1,380	1,308	1,437
Accidents involving buses	—	—	384	—	402
Registrations of Vehicles:					
City of Boston registrations	12,847	13,638	14,583	16,296	15,740
Massachusetts — outside Boston	6,034	6,790	6,544	7,039	6,848
Out-of-state registrations	1,362	1,220	1,268	1,043	1,119
Locations of Accidents:					
At intersections	6,963	8,157	7,528	8,964	7,680
Between intersections	6,428	5,048	5,216	4,071	5,337
Time of Day Accidents Occurred:					
MIDNIGHT—7.00 A.M.	3,558	3,515	3,450	2,868	3,536
7.00 A.M.—9.00 A.M.	646	930	697	782	727
9.00 A.M.—4.00 P.M.	2,328	3,002	2,744	3,389	3,236
4.00 P.M.—7.00 P.M.	1,874	2,254	2,163	2,885	2,227
7.00 P.M.—MIDNIGHT	4,985	3,504	3,690	3,111	3,291
Accidents by Districts:					
Boston Proper (downtown)	3,659	3,479	3,202	3,519	3,605
Brighton	1,100	780	747	782	861
Charlestown	793	405	493	521	454
Dorchester	1,736	1,774	1,592	1,434	1,790
East Boston	739	728	487	537	490
Hyde Park	601	366	380	481	447
Roxbury	1,738	2,656	3,001	2,737	2,862
South Boston	1,099	1,264	1,016	811	941
West Roxbury	926	1,753	1,826	2,213	1,567
Motor vehicle registrations in City of Boston	193,565	193,000	182,000	191,000	193,000
Pedestrian Accidents by Districts:					
Boston Proper	333	359	337	346	382
Brighton	72	65	90	69	97
Charlestown	56	45	50	76	48
Dorchester	213	216	263	277	260
East Boston	57	68	57	67	58
Hyde Park	20	21	14	27	23
Roxbury	219	264	328	281	262
South Boston	94	71	96	71	107
West Roxbury	89	105	118	171	194
	1,153	1,214	1,348	1,385	1,431

NOTE: Most figures for 1961 are projections due to incomplete figures for last four months of year.

Traffic Signal Division—1961

The Signal Division installed nine new installations during the year, bringing the total number of signalized intersections to 449 operated by the Boston Traffic Department. This does not include the 91 additional signalized intersections under the control of the Metropolitan District Commission within the city of Boston. During the latter part of the year a contract was awarded to the Automatic Signal Corporation to supply an entirely new electronic master traffic control and new electronic controllers to be installed in the entire unit 2, involving the entire Back Bay area. This conversion will begin some time in the spring of 1962 which will result in the removal of the obsolete timers in this area that have been in existence for over thirty years. When completed, this project shall be perhaps the largest single modern improvement in traffic controllers in the city of Boston.

Several new installations are proposed and work for their installation will be undertaken in 1962. This will include a complete redesign of Oak Square in Brighton and several other intersections that have been on a high priority list as a result of high frequency of accidents and traffic congestion.

The program of the refresher course in signal repair started last year was continuing through this year and now the entire personnel of the Signal Division has had this additional training.

The following signal installations were made during the year 1961:

A. NEW LOCATIONS BY THIS DEPARTMENT

Brandon Avenue & Mt. Vernon Street, Dorchester.
Canterbury Street & Hyde Park Avenue, Hyde Park.
Commonwealth Avenue & Leamington Road, Brighton.
Commonwealth Avenue & Wallingford Road, Brighton.
Chestnut Hill Driveway & Commonwealth Avenue, Brighton.

B. SIGNAL INSTALLATION RETURNED TO THE DEPARTMENT
FROM THE MASSACHUSETTS DEPARTMENT OF PUBLIC
WORKS

Atlantic Avenue, Congress Street and Purchase Street,
Boston Proper.

Dewey Square, Boston Proper.

At No. 470 Atlantic Avenue, the pedestrian footway
over the Fitzgerald Expressway, Boston Proper.

At No. 111 Purchase Street, at the pedestrian footway
over the Fitzgerald Expressway, Boston Proper.

SIGNAL DIVISION — ANALYSIS OF TROUBLE CALLS, 1961

DESCRIPTION OF TROUBLE	JAN.	FEB.	MAR.	APR.	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.	TOTAL
Board trouble.....	—	1	—	2	—	—	—	—	—	—	—	2	5
Bu.bs replaced.....	296	241	262	243	273	214	216	221	239	212	267	270	2,954
Cable trouble.....	—	—	2	—	8	—	—	—	—	—	2	—	5
Block trouble.....	4	3	2	6	1	5	4	8	7	3	4	6	60
Clock replaced.....	1	2	3	—	1	—	2	—	2	—	1	2	14
Flasher knocked down and repaired.....	2	4	3	2	—	—	—	—	1	2	4	2	23
Found no trouble.....	21	8	7	10	—	14	—	11	13	8	22	18	172
Fuse blown.....	18	12	9	8	11	16	10	9	3	4	12	9	121
Flasher trouble.....	16	23	18	12	12	8	7	11	9	13	18	15	162
Housing changed.....	6	4	3	3	1	—	3	—	4	2	3	2	31
Housing repaired on street.....	22	16	12	9	12	11	16	14	22	16	14	12	176
No. 1 post knocked down and replaced..	8	4	3	6	8	4	3	4	2	1	7	6	56
No. 2 post knocked down and replaced..	2	1	4	—	—	2	1	2	1	1	3	2	19
Intersection inspected.....	36	32	48	220	180	240	100	40	40	60	200	200	1,396
Lens cleaned.....	60	85	75	280	240	260	200	250	280	200	150	90	2,170
Microflex trouble.....	4	6	2	1	—	—	—	—	1	2	3	2	21
Miscellaneous*.....	32	41	28	22	16	22	18	21	18	24	38	49	329
Motor trouble.....	13	18	12	10	9	5	4	5	6	7	14	16	119
Motor replaced.....	8	39	7	6	10	9	11	6	11	9	8	12	106
Push button trouble.....	46	39	41	21	15	18	10	9	15	14	23	19	270
Push button replaced.....	11	9	7	8	9	5	3	4	8	10	14	12	100
Relay trouble.....	10	8	4	6	8	2	4	10	8	9	12	14	95
Timer clip or jack trouble.....	9	12	6	10	2	4	8	3	—	2	4	6	66
Timer trouble.....	43	18	25	18	16	26	12	19	14	11	39	48	289
Timer replaced.....	18	14	22	9	5	12	14	23	27	39	31	53	267
Total number of calls.....	318	440	336	221	604	502	270	701	412	716	812	915	6,247

Vehicular miles traveled for signal maintenance: 46,819.

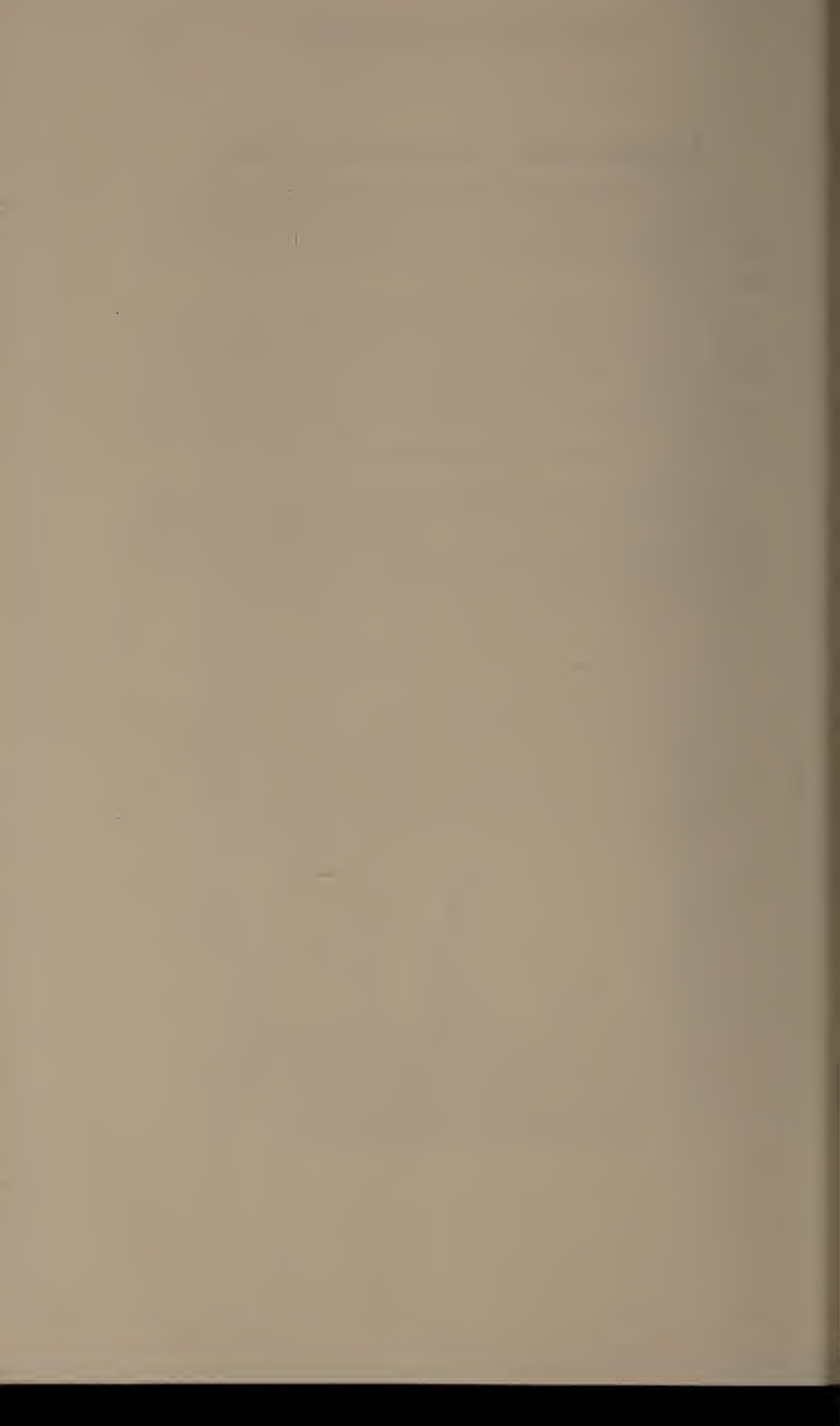
* Miscellaneous includes: Put lights on; checked clock time; changed time; put on regular sequence; attached tags; etc.

Department Automotive Fleet

The Traffic Department fleet has been augmented by an additional number of new vehicles including complete replacement of all the passenger vehicles in the Motor Pool.

With the increased demand for transportation, as a result of the increased services of all the divisions in the Department, the total number of vehicles has been increased to 44. Over 300,000 miles were travelled by this fleet and the entire maintenance was performed by the personnel in the Department Garage.

The accident frequency involving Traffic Department vehicles reached a new low wherein during the year 1961 these vehicles were involved in only eleven accidents all of which were of a minor nature.



**VARIOUS TRAFFIC RULES VOTED
AND ESTABLISHED DURING 1961**

STOP STREETS

Net votes added in 1961 — 52.

**District Distribution of Existing Permanent Votes
December 31, 1961:**

Boston Proper	.	.	.	.	.	.	.	83
Brighton	.	.	.	.	.	.	.	50
Charlestown	.	.	.	.	.	.	.	20
Dorchester	.	.	.	.	.	.	.	126
East Boston	.	.	.	.	.	.	.	24
Hyde Park	.	.	.	.	.	.	.	20
Roxbury	.	.	.	.	.	.	.	99
South Boston	.	.	.	.	.	.	.	31
West Roxbury	.	.	.	.	.	.	.	119
								<hr/>
Total	.	.	.	.	.	.	.	572

HEAVY COMMERCIAL VEHICLES EXCLUDED

Net votes added in 1961 — 7.

**District Distribution of Existing Permanent Votes
December 31, 1961:**

Boston Proper	.	.	.	.	.	.	.	5
Brighton	.	.	.	.	.	.	.	12
Charlestown	.	.	.	.	.	.	.	9
Dorchester	.	.	.	.	.	.	.	18
East Boston	.	.	.	.	.	.	.	0
Hyde Park	.	.	.	.	.	.	.	0
Roxbury	.	.	.	.	.	.	.	5
South Boston	.	.	.	.	.	.	.	6
West Roxbury	.	.	.	.	.	.	.	28
								<hr/>
Total	.	.	.	.	.	.	.	83

NO LEFT TURNS PERMITTED

District Distribution of Existing Permanent Votes

December 31, 1961

Boston Proper	.	.	.	.	.	.	.	30
Brighton	.	.	.	.	.	.	.	6
Charlestown	.	.	.	.	.	.	.	7
Dorchester	.	.	.	.	.	.	.	4
East Boston	.	.	.	.	.	.	.	1
Hyde Park	.	.	.	.	.	.	.	0
Roxbury	.	.	.	.	.	.	.	15
South Boston	.	.	.	.	.	.	.	2
West Roxbury	.	.	.	.	.	.	.	1
								—
Total	.	.	.	.	.	.	.	66

NO RIGHT TURNS PERMITTED

District Distribution of Existing Permanent Votes

December 31, 1961

Boston Proper	2
---------------	---	---	---	---	---	---	---	---

NO "U" TURNS PERMITTED

District Distribution of Existing Permanent Votes

December 31, 1961

Boston Proper	.	.	.	.	.	.	.	8
Brighton	.	.	.	.	.	.	.	1
Dorchester	.	.	.	.	.	.	.	2
Roxbury	.	.	.	.	.	.	.	6
								—
Total	.	.	.	.	.	.	.	17

APPENDIX I

ZONE "A" \$15 00 EACH

VIOLATION CODE

01-Hydrant
02-Obstructing public transportation

VIOLATION CODE

03-Less than 10 feet unobstructed lane
04-Fire station entrance

ZONE "A" \$10 00 EACH

VIOLATION CODE

05-Double parking
06-Snow removal

VIOLATION CODE

07-Street cleaning
08-Within intersection

ZONE "A" \$2 00 EACH

VIOLATION CODE

09-Night parking

GRADUATING FINES ZONE "A"

1st through 3rd violation, \$3 00 each.

4th through 9th violation, \$5 00 each.

10th and each subsequent violation, \$10 00 each.

VIOLATION CODE

10-Restricted
11-Meter fee unpaid
12-Meter space
13-Meter overtime
14-Overtime
15-Within 20 feet of intersecting way
16-Bus or trolley stop
17-Angle parked
18-Angle park only
19-Taxicab stand
20-Loading zone

VIOLATION CODE

21-Bridge or viaduct
22-Crosswalk
23-Sidewalk
24-Driveway
25-Over 1 foot from curb
26-Wrong direction
27-Safety zone
28-Center strip or island
29-No deliveries or collections
30-Backing prohibited
31-Other violations

ZONE "B" \$3 00 EACH

VIOLATION CODE

01-Hydrant
02-Obstructing public transportation

VIOLATION CODE

03-Less than 10-feet unobstructed lane
04-Fire station entrance

ZONE "B" \$2 00 EACH

VIOLATION CODE

05-Double parking
06-Snow removal
07-Street cleaning
08-Within intersection
09-Night parking
10-Restricted
11-Meter fee unpaid
12-Meter space
13-Meter overtime
14-Overtime
15-Within 20 feet of intersecting way
16-Bus or trolley stop
17-Angle parked
18-Angle park only

VIOLATION CODE

19-Taxicab stand
20-Loading zone
21-Bridge or viaduct
22-Crosswalk
23-Sidewalk
24-Driveway
25-Over 1 foot from curb
26-Wrong direction
27-Safety zone
28-Center strip or island
29-No deliveries or collections
30-Backing prohibited
31-Other violations

DOWNTOWN BOSTON PARKING FACILITIES

Garages, Open-air lots, and Metered Spaces

A. CITY OF BOSTON PUBLIC GARAGES

Location	Vehicle Spaces
Copley Square (Berkeley & Clarendon sts.).....	625
Bedford & Kingston sts.....	735
Central & Kilby sts.....	700
Fort Hill Square.....	650
Essex & Lincoln sts.....	334
Haywood Place.....	700
Winthrop Square.....	750
Post Office Square.....	950
	————— 5,411

B. PRIVATELY-OWNED PUBLIC GARAGES

Name	Location	Vehicle Spaces
National Gar., 20 Buckingham st.....		500
Brattle Co., 43 India st.....		180
Eliot Street Gar., 7 Eliot st.....		600
Shoppers Gar., Beach st.....		500
Custom Motor Mart, 20 Custom House.....		125
Sears Street Gar., 11 Sears st.....		300
Hertz Tr. Rental Gar., Commercial st.....		1,500
Portland Street Gar., Portland st.....		450
Chardon Street Gar., 20 Chardon st.....		50
Chardon Motor Mart, Chardon st.....		220
Charles Street Gar., 144 Charles st.....		150
Cambridge Street Gar., 252 Cambridge st.....		250
Irving Gar., 25 Irving st.....		48
Cosmopolitan Gar., So. Margin & Pitts sts.....		70
Huntleys, Inc., 21 Hawkins st.....		300
Park Square Motor Mart, Park Square.....		1,800
Brimmer Street Gar. Corp., 70 Brimmer st.....		100
United Shoe Co. Gar., 80 High st.....		335
Meyer's Bros. Gar. Beach & Lincoln sts.....		350
Meyer's Bros. Gar., Province st.....		260
Stanhope Gar., 68 Stanhope st.....		250
Bowdoin Square Gar., Bowdoin Square.....		700
		————— 9,030

C. MANAGEMENT AUTHORITY PUBLIC GARAGE

Boston Common Garage (Mass. Parking Authority).....	1,457	1,457
---	-------	-------

D. OPEN-AIR LOTS (Outer cordon).....	12,128	12,128
--------------------------------------	--------	--------

E. METERED CURB SPACES (Outer Cordon)-ON-STREET.....	4,993	4,993
--	-------	-------

METERED OFF-STREET SPACES.....	415	415
--------------------------------	-----	-----

Grand Total.....		33,467
------------------	--	--------



Annual Report
OF THE
BOSTON TRAFFIC
DEPARTMENT



YEAR ENDING DECEMBER 31, 1962

ADMINISTRATIVE SERVICES
PRINTING SECTION
1963





ANNUAL REPORT
OF THE
**BOSTON TRAFFIC AND
PARKING DEPARTMENT**

FOR THE YEAR ENDING DECEMBER 31, 1962

Boston, January 15, 1963.

HON. JOHN F. COLLINS,
Mayor of Boston.

DEAR SIR:

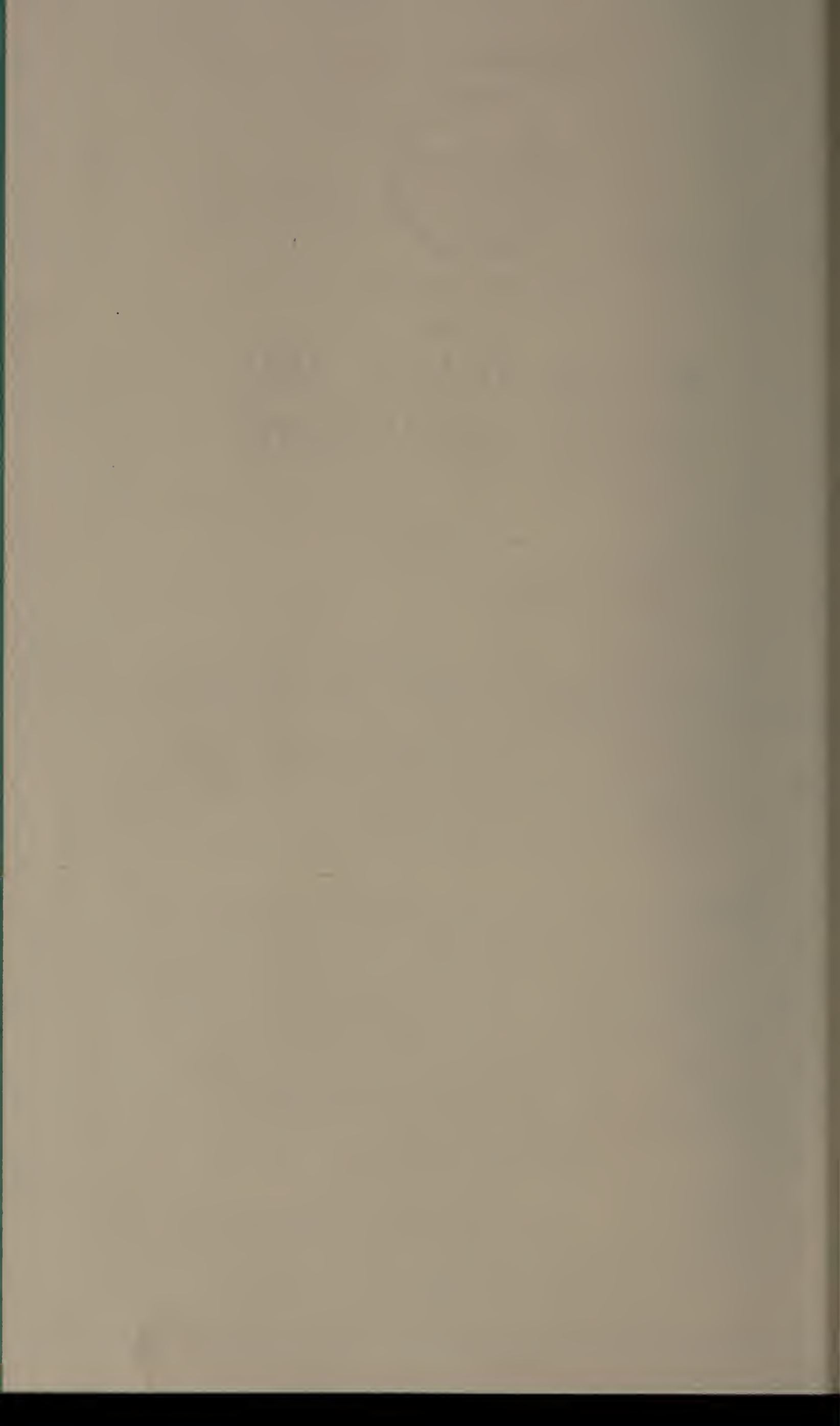
It is a pleasure to submit herewith the annual report of the Boston Traffic and Parking Department for the year ending December 31, 1962.

This report covers the activities of the department for the year which saw the beginning of the various multi-million-dollar projects marking an era of exciting accomplishments and the preparation for future expansion and development in the City of Boston during the next decade.

This report will reveal the broad scope of service of the Traffic and Parking Department to the City of Boston. It will reveal also that the department has made great strides in improving its personnel structure in accordance with the recommendations of the survey of the Automotive Safety Foundation, including the expansion of the department's services to the city, thereby setting the stage for sound, long-range planning and development in the years ahead.

Respectfully submitted,

THOMAS F. CARTY,
Traffic and Parking Commissioner.



Index

	PAGE
ACCIDENT STUDIES AND STATISTICS	23
ADMINISTRATION	9
DEPARTMENT AUTOMOTIVE FLEET	34
DEPARTMENTAL ACTIVITIES	15
DOWNTOWN PARKING FACILITIES	39
EXPENDITURES	8
GENERAL SERVICES	5
INVESTIGATION DIVISION	16
MEMBERS OF BOSTON TRAFFIC AND PARKING COM- MISSION	4
PARKING FACILITIES:	
INNER CORDON	39
OUTER CORDON	40
PARKING METER DIVISION	19
ROADWAY PAINTING AND SIGN DIVISION	18
RULES AND REGULATIONS ESTABLISHED IN 1962	35
ONE-WAY STREETS	36
PARKING PROHIBITIONS	36
STOP STREETS	37
TURNS	37
SAFETY EDUCATION DIVISION	20
STATISTICS FOR QUICK REFERENCE	6
TRAFFIC SIGNAL DIVISION	32
TRAFFIC SIGNS	17

*Members of the
Boston Traffic and Parking
Commission
1962*

CHAIRMAN

Traffic and Parking Commissioner THOMAS F. CARTY,
Boston Traffic and Parking Department

ASSOCIATE COMMISSIONERS

Commissioner EDMUND L. MCNAMARA, Police Department

Commissioner THOMAS J. GRIFFIN, Fire Department

Commissioner JAMES J. SULLIVAN, Real Property Board

Commissioner JAMES W. HALEY, Public Works Department

SECRETARY

WILLIAM T. DOYLE

Deputy Traffic and Parking Commissioner
Boston Traffic and Parking Department

GENERAL SERVICES

Statistics for Quick Reference

Area of the City—47.81 square miles

Bus Stop Permits—New in 1962:

M.T.A.—76

School Department—2

Cancelled in 1962:

M.T.A.—47

Total existing bus stops December 31, 1962 1,507

Employees—129

Expenditures—\$930,868.43

Loading Zones —Paid in 1962	857
No charge (churches, schools, hospitals, etc.) .	12
Total existing loading zones December 31, 1962	869

Parking Meters—8,633 (including all districts)

Permits —Special temporary for construction, etc.	1,432
Parades	128

Total permits issued in 1962	1,560
--	-------

Population—697,197 (Federal Census, 1960)

Public Alleys—83

Public Streets—3,276 (approximately 800.30 miles)

MDC parkways—35 miles

State highway—6 miles

Expressways or limited access highways—29 miles

Part-public streets	215
-------------------------------	-----

Private ways—1,847 (approximately 118 miles)

Bridges, overpasses, etc.	198
-----------------------------------	-----

Revenue —Parking meters	\$833,967 71
--	--------------

Loading zones	48,934 00
-------------------------	-----------

Direction sign fees	350 00
-------------------------------	--------

Total revenue	\$883,251 71
-------------------------	--------------

Roadway Painting and Traffic Signs:

Miles of roadway painted	199
------------------------------------	-----

New traffic signs installed	3,300
---------------------------------------	-------

Old signs replaced	3,694
------------------------------	-------

Total permanent traffic signs maintained (estimate) . .	43,300
---	--------

Speed Distribution Studies:

Studies made with electronic speed meter	2
--	---

Number of studies zoned for speed control	2
---	---

BOSTON TRAFFIC DEPARTMENT

7

Traffic Engineering Studies and Investigations:

Miscellaneous investigations	700
Parking studies made	40
Special investigations as result of correspondence	1,020

Traffic Rules:

	Net Changes in 1962	Total Existing
Commercial Vehicles Excluded	Added 2	85
One-Way Streets	Added 84	1,377
Parking Prohibitions	Added 75	2,217
Stop Streets	Added 129	701
No Left Turns Permitted		66
No Right Turns Permitted		2
No "U" Turns Permitted	Added 4	21

Traffic Signal Installations:

	BTD	MDC (Boston)
Automatic stop and go	254	68
Pedestrian flashers	133	10
Warning flashers	63	
Bridge signals (manual)	5	1
Vehicles actuated	4	12
Totals	485	91

Vehicle Registrations in Municipal Boston:

(passenger cars and commercial vehicles)

1962 (estimate)	207,000
1960	191,000
1958	187,020
1956	193,508
1940	82,590

Vehicular Counts:

Number of intersection counts taken	185
1958 volume counts:	
Inner cordon	210,000
Outer cordon	275,000
Expressway volume counts (average daily volume):	
North of Sumner Tunnel	75,000
Southampton Street	78,000
South of Neponset	61,000

Violation of Parking Rules (tags issued by Police Department):

		Fines Paid
Tags issued by Police Department (downtown)	284,743	\$750,840 00
Court cases (Municipal Court only)	35,856	91,168 00
Cars towed in towing area	44,432	
Total		\$842,008 00

Comparative Traffic and Parking Commission Expenditures

1. Personal Services	1961	1962
Permanent employees	\$579,878 59	\$598,873 13
Temporary employees	1,682 75	1,560 00
Overtime	8,332 37	12,244 37
Total	\$589,893 71	\$612,677 50
2. Contractual Services		
Communications	\$5,476 38	\$5,319 03
Light, heat, and power	66,712 47	67,797 16
Repairs and maintenance of buildings and structures	9,042 34	18,884 65
Repairs and servicing of equip- ment	4,000 55	4,830 58
Transportation of persons	4,540 10	5,076 59
Miscellaneous contractual serv- ices	87,068 90	84,280 02
Total	\$176,859 74	\$186,188 03
3. Supplies and Materials		
Automotive supplies and ma- terials	\$6,026 43	\$7,914 52
Heating supplies and materials	3,412 02	4,005 82
Household supplies and ma- terials	557 88	656 98
Medical, dental, and hospital supplies and materials	—	36 34
Office supplies and materials	1,821 31	2,474 82
Miscellaneous supplies and ma- terials	83,007 21	98,333 27
Total	\$94,824 85	\$113,421 75
4. Current Charges and Obligations		
Miscellaneous current charges and obligations	\$1,048 30	\$1,275 96
5. Equipment		
Automotive equipment	\$4,028 00	\$4,242 00
Office furniture and equipment	182 00	—
Miscellaneous equipment	5,312 11	2,302 69
Total	\$9,522 11	\$6,544 69
7. Structures and Improve- ments	—	\$10,760 00
Grand Totals	\$872,147 71	\$930,868 43

Administration

On July 1, 1962, a major change in the structure of the department went into effect as the result of a legislative act. This change was enacted as a direct result of a recommendation made by the Automotive Safety Foundation Report submitted in 1961, and in effect imposes on the Commissioner additional powers and duties.

The Traffic Department is now the Traffic and Parking Department, and the Traffic Commissioner is the Commissioner of Traffic and Parking, and is still Chairman of the Traffic and Parking Commission. The Commissioner of Traffic and Parking now has the power to determine the location of off-street parking facilities contemplated for construction by the Board of Real Estate Commissioners under the city-owned lease program of such public garages providing such construction is in the public interest to improve the circulation of traffic. All permits to operate open-air parking lots are also now issued by the Commissioner after all such applications are reviewed and the sites inspected to assure compliance by the operators with all the rules and regulations established by the Commission.

Whenever the Commission is not in session, the Commissioner generally may exercise all the authority of the Commission. This now eliminates any delays in initiating changes in rules and regulations formerly only within the power of the Commission. It further establishes methods of public hearings relative to rule changes and conditions under which rules may be effective after public notice, and indicates any changes in all other areas of the original act creating the Traffic Department, Traffic Commission, and the powers of the Chairman and the members thereof.

Commissioner Carty, therefore, held seven meetings with his staff in the Traffic and Parking Department since July 1, 1962, and ten meetings of the Traffic and Parking Commission were held during the year 1962. There were 822 permanent changes made in the rules and regulations governing traffic movements in the

entire city and over 300 temporary changes for detours in construction areas. It is anticipated that many major detours will be necessary during the next few years as progress develops on the Toll Road Extension, the Prudential Center, and the Government Center.

Many other measures were resolved at these meetings including changes in the schedule of fines for specific types of parking violations.

The year 1962 saw the "New Boston" actually coming alive. Ground was broken for the Toll Road Extension, and the early stages of demolition are well under way. The Commissioner, the Deputy Commissioner, the Director of Traffic Engineering, and members of the Engineering Division have established a well-organized liaison with both the Toll Road Authority and the Boston Redevelopment Authority. Similar arrangements are maintained with the contractors engaged in all the multimillion-dollar developments in order that proper adjustments can be established well in advance to accommodate traffic movements with a minimum of delay and congestion. There are twenty-one bridges within the City of Boston lying directly in the path of the Toll Road Extension, all of which will necessarily be demolished and rebuilt with present-day design in order to span this eight-lane limited access expressway and the two-track railway line running parallel with each other from the Newton line. One can readily understand the enormous problems that will confront the traffic engineers who have the responsibility of maintaining traffic in the city without complete strangulation. Every medium of communication with the public has offered complete cooperation so that motorists will be alerted to the great number of changes in traffic patterns all along the route. Definite time tables on an alternating and staggering basis are being worked out in the over-all planning for the two to three years of construction.

It has been said that highway planners and engineers are dreamers, and justly so. How can one estimate correctly the future that lies ahead, or what will result with this new facility|which will bring a motorist into the

downtown area in twelve minutes from the present Weston terminus of the Massachusetts Toll Road? The four major interchanges planned will create a positive change of traffic flows and demands in a major portion of the city. What effect will it have on new developments in close proximity to the interchanges? Already air-space over the road is seriously being considered. How soon will the citizens see some of the other varied proposals in the Master Highway Plan of 1948 placed in effect?

The new electronic-controlled system of traffic signals in Unit 2, the Back Bay area, was completed and is in full operation. Signal inspectors and engineers, after continuing studies during the first several months, succeeded in providing smoother and uninterrupted traffic flows throughout the entire system. Today, in spite of the influence on traffic generated by construction of the Prudential Center and Toll Road Extension, Massachusetts Avenue traffic experiences little congestion, or back-stacking at the various major intersections.

The department, in keeping with Mayor Collins' policy of in-service training of city employees to attain the highest degree of professional skills, was able to send all the traffic signal repairmen to a special refresher course given by one of the country's leading traffic signal equipment manufacturers. Application of the knowledge obtained from these courses has been evident in the trials of the new system in Unit 2, wherein major breakdowns have been resolved with a minimum of loss of the service. In-service training of these employees has thus been more than justified and will be encouraged in all divisions to enable the department to keep abreast of all the most modern equipment and techniques used today in all phases of traffic control.

The city saw the completion of the final installation of the new ten-cent parking meters in the downtown area. Every major city in the country is plagued with the problem of pilfering of parking meters. In Boston, too, we have experienced this common nuisance by professionals, amateurs, students, and juveniles to the

extent of 10 per cent of normal anticipated revenues. The loss of the revenue alone, however, is not as great as the cost of both the loss of equipment and the cost of repairs. It appears ironical when a meter containing less than a dollar in coins is damaged to the extent of repairs up to \$10. When one considers the replacement of a meter up to \$40, only to have it broken into the very next day, it is no wonder then that serious consideration must be given to replacing all 10,000 meters in the city with a more expensive but unbreakable and burglar-proof type. The annual estimated 10 per cent monetary loss and the tremendous maintenance cost problem, reduced to a mere trifle would justify this expense in only a few years time.

Two-way radios have already been installed in several service trucks, and it is hoped that by next year all signal maintenance vehicles and passenger cars of the department shall be so equipped. One can readily appreciate the stepped-up service that will be available to the department when maintenance men can be alerted to a condition directly by radio without delay from one assignment to another.

The first major study in improving mass transit facilities anywhere in the country was initiated here in Boston during the year. A \$10.5 million grant was made, including both federal and state funds, and this money will be apportioned to the various transit lines servicing the metropolitan area. All eyes are focused on these experiments here involving both rail lines and rapid transit and bus lines which will see fares reduced considerably from the present schedules and parking rates at fringe areas made as low as can be possible to attract motorists to their use. The staff of the Mass Transportation Commission will maintain a keen vigil on the progress of all these subsidized plans and prepare detailed analyses and reports of all experiments. We, in this area, are fortunate in being the first "guinea pigs" in this direction and will find ourselves in a most convenient position to receive federal aid in permanent improvements resulting from these experiments under President Kennedy's mass transit bill which is pointed to spark the national interest in the

stimulation of mass transportation systems in all large metropolitan areas throughout the country.

Every possible effort has been made to minimize high accident locations with whatever improvements were deemed necessary. The Safety Division is continually presenting the accident history at critical areas to the Engineering Division, proposing remedial measures for further studies by the traffic engineers. With all this, however, the year 1962 saw a drastic change from the declining curve of fatal, personal injury, and property damage accidents when a sharp upward trend resulted from the 1962 accident figures in all three categories. What are the answers to these changes one may ask? Are motorists cognizant that last year ninety people were killed in traffic accidents in Boston, including M.D.C. parkways, and that in over 15,000 accidents more than 25,000 people were injured? These alarming statistics perhaps should be exploited more fully to every motorist in the city. Educational programs pointed directly to drivers should be stepped up along with more rigid enforcement. Common factors found contributing in most accidents are speed too fast for conditions, flagrant disregard to traffic control devices of all types, and disobedience to traffic rules and regulations, all based on drivers' attitudes.

The State Department of Public Works, as a result of permissive legislation by the General Court regulating the use of ways by pedestrians, under the provisions of Chapter 409 of the Commonwealth of Massachusetts, is currently drawing up proposed pedestrian regulations which will be offered to all cities and towns in the state. The adoption of the National Uniform Code of Traffic Control Devices by the State Department of Public Works is a step forward to simplicity and understanding of traffic regulations to interstate drivers and will undoubtedly become a determining factor in the over-all accident reduction program. The acceptance of the "Pedestrian Law" by the City of Boston will eventually see the adoption of the "Walk" and "Don't walk" system of pedestrian control at all signalized intersections. More effective roadway painting of crosswalks, center lines, lane lines, and stop lines

will become auxiliary aids to motorists and pedestrians alike.

Mayor John F. Collins and Police Commissioner Edmund L. McNamara are to be congratulated in initiating the program of uniformed women supervisors at critical school crosswalks in all districts of the city. Over 1,500 qualified women were closely screened and in November sixty appointments were made each assigned to the most critical cross-walks in school areas. This first experiment met with such great success it is now anticipated that a total of 180 such supervisors will eventually be placed to protect school children by 1963.

The final portion of the surface roads of the John F. Fitzgerald Expressway (Central Artery), under the control of the State Public Works Department within the Expressway right-of-way since construction was first begun, was transferred back to the City of Boston on September 11, 1962. The department necessarily is undertaking the responsibility of reappraising all rules and regulations governing all such local roads, including all intersecting ways, re-signing the entire area with the appropriate signs. This also includes the transfer of all signal controls at every intersection and will add fifteen signalized intersections to the present system now under the control of the Traffic and Parking Department.

DEPARTMENTAL ACTIVITIES

Investigation Division

Under the reorganization structure recommended by the Automotive Safety Foundation the Investigation Division has now assumed the responsibility of a new subdivision, "Street Signs". The Investigation Division performs the principal function under the category of Traffic Operations as recommended by the Automotive Safety Foundation study and handles all street signs, whether of a temporary or a permanent nature, loading zones, street openings, detours, and temporary construction votes.

This division has the responsibility of maintaining all the detours involving changes in traffic patterns due to demolition and reconstruction at the three major projects, all of which were under way during the year — the Toll Road Extension, the Government Civic Center, and the Prudential Complex. This division maintains liaison with all these project areas which will undoubtedly continue for the next three or four years. The continuous flow of traffic entering the city during the peak hours has not experienced too great an inconvenience due to the efficient detours planned by the engineers of this division. The Metropolitan District Commission engineers have cooperated splendidly with this department in making available changes in their traffic patterns to coordinate with public ways under the jurisdiction of the Traffic and Parking Department to relieve congestion, especially in the Kenmore Square and Fenway areas of the Back Bay.

SUMMARY OF ACTIVITIES

ADMINISTRATIVE

Numbered directives processed	960
Field sheets sign location (permanent votes)	407
Shop order (sign location verifications)	608
Temporary shop orders (verified)	158
Temporary construction votes	158

BOSTON TRAFFIC DEPARTMENT

17

LOADING ZONES

Renewals	806
New applications approved	63
Loading zone signs	28
No charge	12
Total loading zones issued	869

STREET OPENINGS OCCUPATIONS TO PUBLIC WORKS DEPARTMENT

General approvals	1,401
Oversize, overweight	22
Mass furniture movings	6
Exceptional detours	3

MAINTENANCE AND OPERATIONAL

SIGNS ISSUED

Portable (road construction)	256
Permanent (Chapter 90):	
A.—Directional	12
B.—Prohibition	80
	—
Total	92
Special detours	3
Parade routes	21

AUXILIARY PAPER SIGNS ISSUED

Parade	350
Construction	2,100
Emergencies	300
Directional	250

SIGN MAINTENANCE

Permanent signs:

Existing	40,000
New	3,300

Total	43,300
Damaged signs reported	3,694
Repaired and replaced	2,171

New signs installed:

A.—Regulatory and directional	2,425
B.—New poles	611

Total	5,207
-----------------	-------

All signs added to existing rules	1,632
---	-------

Signs and poles removed	611
-----------------------------------	-----

Salvaged	430
--------------------	-----

STREET NAME SIGNS:

1. New street signposts installed	112
2. Street signs—new or replaced	487
3. Private-way signs	49
4. Hero signs—new or replaced	101

Summary of Roadway Painting

A comparison of the type and amount of roadway painting performed in 1961 and 1962 is as follows:

TYPE	LINEAR FOOTAGE	
	1961	1962
Crosswalks	433,438	413,965
Center lines	184,304	286,970
Lane lines	317,200	308,496
Stop lines	27,528	6,912
"Slow"	12,250	None
Curbs	3,000	None
Loading zones	26,409	24,480
Other (parking stalls, specials)	None	None
Total linear feet	1,024,129	1,040,823
Miles	194	199
Total number of crosswalks painted	4,568	2,248

Parking Meter Division

The final installation of the new ten-cent parking meters throughout the city and the conversion of one-cent parking meters in the districts to five-cent parking meters was completed in 1962. Although there were many new parking meter installations established in some business districts outside the downtown area, a considerable number of parking meters were removed in the areas of the new Government Center construction and the Prudential Center construction, with the result that at the end of the year there were 8,633 parking meters in operation throughout the city. This compares with 8,670 parking meters at the end of the previous year.

As was anticipated, the additional revenue from parking meters was increased almost \$300,000 for a total of \$833,967.71.

Safety Education Division

The second annual Traffic Safety Week Program, sponsored by the Traffic and Parking Department, the Boston Police Department, and the Massachusetts Safety Council, was held on the Boston Common during Labor Day week. The program attracted thousands of people to the exhibits and demonstrations. Participating agencies in this affair were the Massachusetts Turnpike Authority, the Insurance Safety Associates, the American Automobile Association, and the Automobile Legal Association. High light of the activities on the Common was the Allied Van Company mobile drivitron van which contained a simulated vehicle where people were subjected to simulated on-the-road driving tests. The entire program was carried through every medium of communication, and it is felt that the program reached perhaps one half-million people.

On numerous other occasions the Safety Education Division, at the request of Mayor John F. Collins, prepared appropriate floats for parades each denoting a specific safety theme, bringing again directly to the driving public and pedestrians a message to promote a united interest in the efforts of the department to reduce traffic accidents in the city.

Following are various analyses of the traffic accident experiences compiled from the files of the department. High lights of these analyses are as follows:

1. Boston reported the highest number of persons killed in traffic accidents since 1957—when 62 people died in 58 fatal accidents.

- a. There were 38 pedestrians killed; this includes 2 bicyclists, 10 occupants, and 14 operators.

- b. Pedestrians represented 61 per cent of the total, which is the lowest percentage recorded in the last 25 years.

- c. There were 31 adults and 7 child pedestraains killed.

1. Of the 31 adult pedestrians, 27 were over age 60.

2. Of the 58 fatal accidents, 22 (or 37 per cent) occurred during daylight hours, while 36 happened during hours of darkness.

- a. In contrast to this—of the total of 12,946 traffic accidents reported, 6,926 (or 54 per cent) occurred during daylight hours as against 6,020 (or 46 per cent) during darkness.
3. There were 22 fatal accidents (37 per cent) which occurred AT intersections (2 signal controlled) while 36 (63 per cent) occurred BETWEEN intersections.
 - a. Again, however, the over-all picture shows that of the 12,946 reported accidents, 7,940 (61 per cent) happened at intersections, while 5,006 (39 per cent) occurred between intersections.
4. Of the total of 62 persons killed, 45 (73 per cent) were males, while 17 (27 per cent) were females.
 - a. There were 64 operators involved in fatal accidents, 14 (22 per cent) were under 25 years of age.
 - b. There were 53 (84 per cent) male operators, 8 (12 per cent) females, while 3 were unknown due to hit and run fatal accidents.
 - c. Of the 64 vehicles involved in fatal accidents 43 (68 per cent) were Boston registrations; 16 (25 per cent) were Massachusetts (non-Boston); 4 were out of state.
 - d. There were 22,478 vehicles involved in the 12,946 reported accidents; 15,111 (or 69 per cent) were Boston registrations, 6,290 (or 27 per cent) were Massachusetts (non-Boston), while 1,077 (4 per cent) were out of state.
5. Three persons were killed in one accident in March when operator skidded on a curve while speeding at 2:15 A.M. All killed were occupants.
6. In April and in November, 2 pedestrians were killed in single accidents crossing mid-block during the hours of darkness.
7. November was the worst month, when 11 fatal accidents occurred in which 12 people died, while only 1 fatal accident was reported in August.
 - a. Wednesday, Friday, and Saturday were the worst days of the week when 11, 12, and 11 people respectively lost their lives in traffic accidents.
 - b. There were 15 fatal accidents between the hours of midnight and 6 A.M. in which 18 persons were killed.
 - c. Speeding too fast for conditions was a factor in 13 fatal accidents.
8. Most fatal accidents (15) occurred in the Roxbury district, while Hyde Park was the only district without a traffic fatality.
 - a. Outside of the downtown area, Roxbury also had the highest number of all other type traffic accidents with 3,142, while Charlestown had the least with 441.

9. M.D.C. traffic accident figures in Boston indicate the following in addition to those reported above:

a. Fatals:

21 accidents, 26 persons killed including 11 pedestrians.

b. All other reported M.D.C. traffic accidents (in Boston):

Non-fatal..... 1,637

Property damage..... 646

Total..... 2,283

1. Persons injured, 2,740, including 46 pedestrians.

LOCATION	District	Date	Time	Type	Killed	Age	Sex	Registration	Driver Age	Sex	Remarks
Ice and Draut sts.	Dor.	7-1	10.30 A.M.	A-Ped	Ped	1	M	Boston	18	M	Against traffic
in st.	Chas.	7-14	2.25 A.M.	A-FO	Occ	17	M	Boston	19	M	Speed
Newmarket st.	Rox.	7-25	4.00 P.M.	A-Taxi	Oper	72	M	Boston	72	M	Pulling out of parking lot
Dorchester st.	S. B.	8-29	8.36 P.M.	A-Ped	Ped	58	M	Boston	48	M	Mid-block
ward av., near Arvale rd.	Dor.	9-20	1.15 P.M.	R-O-Rdy	Occ	-4	M	Boston	19	M	Child released brake, car jumped curb
mboldt av. near Bower st.	Rox.	9-27	7.10 P.M.	A-Ped	Ped	77	F	Boston	19	M	No control
rechester av. and Freepport st.	Dor.	9-27	8.05 P.M.	A-Ped	Ped	70	M	Boston	18	F	No control
Tremont st.	B. P.	10-9	6.30 P.M.	A-Ped	Ped	70	F	Framingham	42	M	DUI, mid-block
mon st.	B. P.	10-19	12.39 A.M.	A-Ped	Ped	68	M	Quincy	35	M	Mid-block
monwealth av. near Exeter st.	B. P.	10-19	5.10 A.M.	A-Truck	Oper	36	M	Hanson	36	M	Rear end, car into parked truck
verick st.	E. B.	10-20	1.25 A.M.	A-Ped	Ped	44	F	Revere	—	M	Mid-block
Hyde Park av.	W. R.	10-24	4.45 P.M.	A-Ped	Ped	69	M	Boston	24	M	Mid-block, backing
Centre st.	Rox.	10-31	4.35 P.M.	A-Ped	Ped	80	F	Rhode Island	60	M	Mid-block
adway.	S. B.	11-3	9.00 P.M.	A-Ped	Ped	67	F	Boston	44	M	Between parked cars
umbus av. and Dartmouth st.	B. P.	11-7	6.21 P.M.	A-Ped	Ped	67	M	Boston	26	M	Pedestrians' against signal
6 Commonwealth av.	Bri.	11-7	10.30 P.M.	A-Peds-2	Ped	30	M	Boston	47	M	Poor lighting
6 Commonwealth av.	Bri.	11-7	10.30 P.M.	A-Peds-2	Ped	40	M	Boston	21	M	Poor lighting
ey st and MacNeil Way.	Dor.	11-8	3.40 P.M.	A-Ped	Ped	6	M	Boston	21	M	Between parked cars
rechester st.	S. B.	11-10	2.10 P.M.	A-Ped	Ped	4	M	Brockton	61	F	Between parked cars
5 Columbus av.	Rox.	11-11	1.05 A.M.	A-Ped	Ped	47	M	Unknown	36	M	Hit and run
Heath st.	Rox.	11-16	3.45 P.M.	A-Ped	Ped	67	M	Boston	61	M	Mid-block
Rald st.	B. P.	11-17	3.33 A.M.	A-A	Occ	16	F	Boston	—	M	—
ldley and Vine sts.	Rox.	11-18	8.50 P.M.	A-Ped	Ped	58	M	Watertown	—	M	No control
ommer st.	S. B.	11-19	11.25 A.M.	A-A	Oper	27	M	Boston	33	M	Speeding, passing
ord st.	Chas.	11-23	4.45 P.M.	A-Ped	Ped	66	F	Everett	63	M	Crossing at rotary
any and Webber sts.	Rox.	12-7	7.00 P.M.	Non-Coli	Occ	3	M	Boston	72	M	Fire truck skid
ggles and Tremont sts.	Rox.	12-10	6.55 P.M.	A-A	Occ	64	F	Boston	35	M	Signal intersection
atoga st.	E. B.	12-11	6.20 P.M.	A-Pea.	Ped	68	M	Boston	22	M	Between parked cars
Lellan Highway.	E. B.	12-15	1.40 A.M.	A-FO	Oper	42	M	Kansas Lynn	59	M	Speed, curve

Summary of Fatal Traffic Accidents—1962

[illegible]

Five-Year Comparative Analysis of Motor Vehicle Fatalities

	1958	1959	1960	1961	1962
Persons killed	50	52	47	47	62
Pedestrians	37	38	37	39	38
Operators	11	8	7	5	14
Occupants	1	6	3	2	10
Ride Stealers	0	1	2	0	0
Bicyclists	0	1	0	1	2
Coasters	0	0	0	0	0
Motorcyclists	1	0	2	1	1
Males killed	38	37	36	37	45
Male pedestrians	27	26	27	30	26
Females killed	11	15	11	10	17
Female pedestrians	10	12	10	9	12
Adults killed (15 or over)	44	43	36	42	54
Adult pedestrians	33	30	27	34	31
Children killed (under 15)	5	9	11	5	8
Child pedestrians	4	8	10	5	7
Killed during hours of dark	30	30	30	31	36
Pedestrians, darkness	23	20	23	28	19
Killed during daylight hours	19	22	17	16	22
Pedestrians, daylight	14	17	14	11	19
Killed by hit and run drivers	7	3	8	5	3
Killed by drunken drivers	5	0	1	1	2
Excessive speeding	5	5	8	3	15
Age of operators involved:					
Under 25	11	13	7	12	14
25 or Over	31	31	27	32	42
Unknown	7	8	12	7	8
By districts:					
Boston Proper	8	8	14	16	10
Brighton	7	5	4	2	7
Charlestown	0	1	3	1	5
Dorchester	7	11	7	6	8

BOSTON TRAFFIC DEPARTMENT

27

	1958	1959	1960	1961	1962
East Boston	1	3	1	4	6
Hyde Park	0	1	1	0	0
Roxbury	15	9	11	9	15
South Boston	3	5	2	6	7
West Roxbury	8	9	4	3	4

Registrations involved:

Boston	31	33	23	30	43
Massachusetts (outside Boston)	15	13	14	13	16
Out of State	2	3	3	3	4
Unknown	—	3	6	4	1

Type of vehicles involved:

Passenger cars	44	40	37	38	58
Trucks	6	8	7	10	4
Buses	2	4	1	0	0
Taxis	2	3	2	2	1
Motorcycles or scooters	2	0	2	1	1
Streetcars	0	0	0	0	0
Railroad trains	0	0	0	0	1

By months

January	4	4	6	5	4
February	3	4	3	2	5
March	3	2	1	5	6
April	4	5	4	3	6
May	3	6	7	6	8
June	5	4	2	5	4
July	4	7	4	0	3
August	3	1	6	6	1
September	3	1	3	2	3
October	5	2	1	7	6
November	3	4	4	2	12
December	8	9	6	4	4

Day of the week:

Sunday	7	8	6	7	8
Monday	4	8	3	5	6
Tuesday	7	6	3	5	8
Wednesday	8	9	5	2	11
Thursday	11	3	7	13	6
Friday	5	7	13	9	12
Saturday	7	11	10	6	11

Location of fatalities:

At intersections	12	20	21	25	22
Signalized intersections	4	5	9	9	2
Between intersections	33	32	25	22	36

Type fatal accidents:	1958	1959	1960	1961	1962
Auto vs. pedestrian	36	28	28	31	33
Auto vs. auto	2	2	3	3	5
Auto vs. truck	3	2	0	2	2
Auto vs. fixed objects	6	7	5	1	12
Auto vs. freight car or streetcar	0	0	0	0	1
Bus vs. pedestrian	2	3	1	0	0
Truck vs. pedestrian	2	6	7	8	2
Truck vs. fixed object	1	1	0	0	0
Motorcycle vs. motorcycle	0	0	0	0	0
Noncollision	0	1	2	2	1
Ran-off roadway	0	1	0	0	1
Motorcycle or scooter vs. fixed object	0	0	0	0	1

Study of Pedestrian Fatalities

By districts:	1958	1959	1960	1961	1962
Boston Proper	7	8	14	15	6
Brighton	6	4	2	1	4
Charlestown	0	0	1	1	2
Dorchester	5	8	6	5	6
East Boston	1	2	1	4	3
Hyde Park	0	1	1	0	0
Roxbury	12	6	9	7	11
South Boston	0	4	1	5	5
West Roxbury	6	5	2	1	1
Location of pedestrian fatalities:					
At intersections	9	11	18	19	14
At signalized intersections	4	4	8	6	1
Against signal	1	3	4	5	1
With signal	0	0	2	1	0
Between intersections	15	23	19	20	24
Hit and run pedestrian fatalities	7	3	7	5	3
Age groups of pedestrians killed:					
0-4	1	4	4	3	2
5-9	2	1	5	1	3
10-14	0	3	1	1	2
15-17	0	0	0	1	0
18-24	0	0	0	2	0
25-34	0	0	1	2	1
35-44	6	3	2	3	2
45-54	6	5	2	6	3
55-64	5	5	5	9	6
65-74	8	9	9	8	14
75 and over	8	8	8	3	5
Not stated	1	0	0	0	0
Time of day pedestrians killed:					
Midnight-7:00 A.M.	10	6	7	9	7
7:01 A.M.-10:00 A.M.	0	2	1	2	5
10:01 A.M.-4:00 P.M.	6	10	6	6	6
4:01 P.M.-7:00 P.M.	8	7	11	8	9
7:01 P.M.-Midnight	13	13	12	14	11
Pedestrians' actions in fatalities:					
Crossing intersection diagonally	5	7	5	4	5
From between parked cars	4	2	4	3	5
Walking in roadway	3	9	12	4	2

	1958	1959	1960	1961	1962
Against traffic	1	7	3	3	2
With traffic	2	2	9	1	0
Standing in safety zone	0	2	1	0	0
Getting on or off streetcar or another vehicle	1	2	0	1	0
Playing in roadway	0	2	0	0	2
Midblock crossings	12	19	6	4	11
Ran from curb	1	2	0	1	1
Working in roadway	0	0	0	0	1

Five-Year Comparative Study of All Motor Vehicle Traffic Accidents

	1958	1959	1960	1961	1962
Total accidents reported	13,205	12,744	13,035	13,017	12,946
Fatal accidents	49	51	46	47	58
Personal injury accidents	11,882	11,524	11,779	11,521	11,444
Property damage accidents	1,276	1,169	1,210	1,449	1,444
Persons killed	50	52	47	47	62
Persons injured	17,700	17,153	19,693	21,658	19,106
Male	11,273	11,193	12,673	14,073	13,119
Female	6,427	5,981	7,020	7,585	5,987
Pedestrians injured in traffic	1,178	1,353	1,385	1,431	1,651
Bicyclists injured	69	86	62	73	90
Coasters injured	6	3	9	11	2
Hit and Run accidents	541	548	481	634	493
Accidents involving liquor	513	573	469	547	502
Accidents involving taxis	924	1,380	1,308	1,437	1,117
Accidents involving buses	—	384	—	402	322
Registration of vehicles:					
City of Boston registrations	13,638	14,583	16,296	15,740	15,111
Massachusetts—outside Boston	6,790	6,544	7,039	6,848	6,290
Out of state registrations	1,220	1,268	1,043	1,119	1,077
Locations of accidents:					
At intersections	8,157	7,528	8,964	7,680	7,940
Between intersections	5,048	5,216	4,071	5,337	5,006
Time of day accidents occurred:					
Midnight—7:00 A.M.	3,515	3,450	2,868	3,536	3,774
7:00 A.M.—9:00 A.M.	930	697	782	727	1,143
9:00 A.M.—4:00 P.M.	3,002	2,744	3,389	3,236	3,171
4:00 P.M.—7:00 P.M.	2,254	2,163	2,885	2,227	2,612
7:00 P.M.—Midnight	3,504	3,690	3,111	3,291	2,246
Accidents by districts:					
Boston Proper (downtown)	3,479	3,202	3,519	3,605	3,376
Brighton	780	747	782	861	793
Charlestown	405	493	521	454	441
Dorchester	1,774	1,592	1,434	1,790	1,680
East Boston	728	487	537	490	467
Hyde Park	366	380	481	447	480
Roxbury	2,656	3,001	2,737	2,862	3,142
South Boston	1,264	1,016	811	941	891
West Roxbury	1,753	1,826	2,213	1,567	1,676
Motor Vehicle Registrations in City of Boston	193,000	182,000	191,000	193,000	207,000
Pedestrian accidents by districts					
Boston Proper	359	337	346	382	440
Brighton	65	90	69	97	106
Charlestown	45	50	76	48	52
Dorchester	216	263	277	260	296
East Boston	68	57	67	58	77
Hyde Park	21	14	27	23	45
Roxbury	264	328	281	262	341
South Boston	71	96	71	107	98
West Roxbury	105	118	171	194	196
	1,214	1,348	1,385	1,431	1,651

NOTE: Most figures for 1962 are projections due to incomplete figures for last three months of year.

COMPILED BY:

Ralph S. Kouroyen

Traffic Signal Division—1962

The Signal Division installed traffic signals at ten new locations, four of which were single-faced warning flashers, bringing the total number of signalized intersections to 459 operated by the Boston Traffic and Parking Department. This figure does not include the ninety-one additional signalized intersections under the control of the Metropolitan District Commission within the City of Boston.

During the latter part of the year this division began the installation of an entirely new electronic master traffic controller and local controllers at fifty-five intersections in the Back Bay area of the city. This conversion eliminated controllers that had been in operation for over thirty years.

In addition to the Back Bay installation, over 400 obsolete housings were replaced in the downtown Unit 1 area. Many of these housings had been in operation for many years and it was found that their replacement was a vast improvement.

All the personnel of the Signal Division underwent a three-day course in a training program held in the department by a representative of the Automatic Signal Company on the new electronic system installed in the Back Bay area.

The following signal installations were made during the year 1962:

- Berkeley street and St. James avenue
- Dorchester avenue and Summer street
- Chelsea street, Porter street, and George Visconti road
- Champney street and Faneuil street
- Oak square (Tremont street and Washington street)
- Everett street and Holton street

Flashers were installed at:

- Davenport street and Tremont street
- Lenox street and Tremont street
- Cross street near Endicott street
- Fitzgerald Expressway (down ramp) and North street

*Tentative List of Locations to be
Signalized in 1963*

BACK BAY

Huntington avenue and Norway street

BRIGHTON

Colborne road and Commonwealth avenue

CHARLESTOWN

Cambridge street, Maffa Way, and Sever street
Sullivan Square (at Schrafft's)

DORCHESTER

Blue Hill avenue and Fairway street
Dorchester avenue and Park street
Morton street, Richmond street, and Washington street
New England avenue, Norfolk street, and Woodrow
avenue
Washington street at Ladder 23 (Grove Hall)

EAST BOSTON

Bennington street and Neptune road
Cottage street and Maverick street

HYDE PARK

Metropolitan avenue and River street

JAMAICA PLAIN

Centre street and Mozart street

ROSLINDALE

American Legion Highway, Canterbury street, and Cum-
mins Highway
Belgrade avenue, Birch street, and South street

ROXBURY

Bragdon street and Columbus avenue
Clarendon street and Columbus avenue
Northampton street and Shawmut avenue

SOUTH BOSTON

Dorchester avenue and West Fourth street
East Broadway and Farragut road
East First street and Summer street

SOUTH END

Harrison avenue and Worcester square
Shawmut avenue and West Brookline street

WEST ROXBURY

Bellevue street and Centre street
Spring street at U. S. Veterans Hospital

Department Automotive Fleet

The department fleet now comprises a total of forty-eight motor vehicles, including passenger cars and trucks. The fleet is perhaps the best equipped fleet that the department has had in years since all vehicles in the service are relatively new. All vehicles are equipped with automatic transmissions which have proven very efficient from a maintenance point of view, contributing to the fact that our maintenance costs have been reduced considerably.

A total of over 300,000 miles are driven by this fleet, and the garage personnel, through their preventive maintenance program continue to maintain this rolling stock available at all times.

Many of the vehicles will be equipped with two-way radios which will enable the personnel to perform many of their duties without unnecessary trips back to the department, especially on emergency occasions where direct contact can be made with the men in the field.

**VARIOUS TRAFFIC RULES VOTED
AND ESTABLISHED DURING 1962**

ONE-WAY STREETS

[illegible][illegible]

District Distribution of Existing Permanent Votes December 31, 1962

Boston Proper	2
---------------	---	---	---	---	---	---	---	---

District Distribution of Existing Permanent Votes December 31, 1962

[illegible]

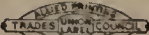
Boston Parking Facilities (North of Massachusetts Avenue)

A. DOWNTOWN PARKING SPACES - INNER CORDON

	Vehicle Spaces	Totals
1. DOWNTOWN CITY-OWNED GARAGES		
Bedford and Kingston streets.....	735	
Central and Kilby streets.....	700	
Fort Hill square.....	650	
Essex and Lincoln streets.....	334	
Hayward place.....	700	
Winthrop square.....	750	
Post Office square.....	950	
	---	4,819
2. DOWNTOWN PRIVATELY-OWNED PUBLIC GARAGES		
National, 20 Buckingham street.....	500	
Brattle Co., 43 India street.....	180	
Eliot Street Garage, 7 Eliot street.....	600	
Shopper's, Beach street.....	500	
Custom Motor Mart, 20 Custom House.....	125	
Sears Street, 11 Sears street.....	300	
Hertz Truck Rental, Commercial street.....	1,500	
Portland Street Garage.....	450	
Charles Street Garage, 144 Charles street.....	150	
Cambridge Street Garage, 252 Cambridge street.....	250	
Irving Garage, 25 Irving street.....	48	
Park Square Motor Mart.....	1,800	
Brimmer Street Garage, 70 Brimmer street.....	100	
United Shoe Company, 80 High street.....	335	
Meyers Brothers, Beach and Lincoln streets.....	350	
Meyers Brothers, Province street.....	260	
	-----	7,448
3. MANAGEMENT AUTHORITY PUBLIC GARAGE		
Under Boston Common (Massachusetts Parking Authority)		1,457
4. OPEN-AIR LOTS.....		
		9,653
5. METERED SPACES		
a. Metered curb spaces.....	2,290	
b. Metered off-street spaces.....	413	
	-----	2,703
Total Vehicle Parking Spaces Downtown.....		26,080

	Vehicle Spaces	Totals
B. OUTER CORDON		
1. CITY OF BOSTON-OWNED GARAGES		
Copley Square Garage.....	625	
2. OPEN-AIR LOTS.....	3,859	
3. METERED CURB SPACES.....	2,628	
4. NONMETERED CURB SPACES (ESTIMATED).....	1,200	
Total Vehicle Spaces between Downtown and Outer Cordon.....		8,312
SUMMARY		
TOTAL VEHICLE SPACES:		
Inner Cordon (downtown).....	26,080	
Between Downtown and Outer Cordon.....	8,312	
Total Vehicle Parking Spaces North of Massachusetts Avenue.....		34,392

CITY OF BOSTON
ADMINISTRATIVE SERVICES DEPARTMENT

PRINTING  SECTION

OCT 28 1964

[DOCUMENT 21 — 1964.]



ANNUAL REPORT
OF THE
**BOSTON TRAFFIC AND
PARKING DEPARTMENT**

FOR THE YEAR ENDING DECEMBER 31, 1963

Boston, January 15, 1964.

HON. JOHN F. COLLINS,
Mayor of Boston.

DEAR SIR:

I have the honor to submit herewith the annual report of the Boston Traffic and Parking Department for the year ending December 31, 1963.

Respectfully submitted,

THOMAS F. CARTY,
Traffic and Parking Commissioner.

THE
LIBRARY OF THE
UNIVERSITY OF CHICAGO



THE UNIVERSITY OF CHICAGO
LIBRARY

1850-1851

THE UNIVERSITY OF CHICAGO
LIBRARY

THE UNIVERSITY OF CHICAGO
LIBRARY

Index

	Page
ACCIDENT STUDIES AND STATISTICS	23-31
ADMINISTRATION	9-10
DEPARTMENT AUTOMOTIVE FLEET	16
DEPARTMENTAL ACTIVITIES	11-13
DOWNTOWN PARKING FACILITIES	32
EXPENDITURES	8
GENERAL SERVICES	5
INVESTIGATION DIVISION	16
MEMBERS OF BOSTON TRAFFIC AND PARKING COM- MISSION	4
PARKING FACILITIES:	
INNER CORDON	32
OUTER CORDON	32
PARKING METER DIVISION	32
ROADWAY PAINTING AND SIGN DIVISION	14
RULES AND REGULATIONS ESTABLISHED IN 1963	17
ONE-WAY STREETS	18
PARKING PROHIBITIONS	18
STOP STREETS	19
TURNS	20
SAFETY EDUCATION DIVISION	21-22
STATISTICS FOR QUICK REFERENCE	6-7
TRAFFIC SIGNAL DIVISION	15-16
TRAFFIC SIGNS	12

*Members of the
Boston Traffic and Parking
Commission
1963*

CHAIRMAN

Traffic and Parking Commissioner THOMAS F. CARTY,
Boston Traffic and Parking Department

ASSOCIATE COMMISSIONERS

Commissioner EDMUND L. MCNAMARA, Police Department

Commissioner THOMAS J. GRIFFIN, Fire Department

Commissioner JAMES J. SULLIVAN, Real Property Board

Commissioner JAMES W. HALEY, Public Works Department

SECRETARY

WILLIAM T. DOYLE

Deputy Traffic and Parking Commissioner
Boston Traffic and Parking Department

GENERAL SERVICES

Statistics for Quick Reference

BOSTON, January 15, 1964

Area of the City—47.81 square miles

Bus Stop Permits—New in 1963:

M.T.A.—148

School Department—1

Plymouth & Boston Street Railway—1

Canceled in 1963:

M.T.A.—33

Total existing bus stops December 31, 1963 1,624

Employees—136

Expenditures—\$1,010,681.00

Loading Zones—Paid in 1963 891

No charge (churches, schools, hospitals, etc.) 321

Total existing loading zones December 31, 1963 1,212

Parking Meters—6,820 (including all districts)

Permits—Special temporary for construction, etc. 1,476

Parades 130

Total permits issued in 1963 1,606

Population—697,197 (Federal Census, 1960)

Public Alleys—83

Public Streets—3,276 (approximately 800.30 miles)

M.D.C. parkways—35 miles

State highways—6 miles

Expressways or limited access highways—29 miles

Part-public streets 215

Private ways—1,847 (approximately 118 miles)

Bridges, overpasses, etc. 198

Revenue—Parking meters \$471,466 62

Loading zones 51,864 00

Direction sign fees 375 00

Parking lots 72,544 50

Total revenue \$596,250 12

Roadway Painting and Traffic Signs:

Miles of roadway painted 202

New traffic signs installed 1,020

Old signs replaced 3,405

Total permanent traffic signs maintained (estimate) 44,320

Speed Distribution Studies:

Studies made with electronic speed meter 2

Number of studies zoned for speed control 2

BOSTON TRAFFIC DEPARTMENT

7

Traffic Engineering Studies and Investigations:

Miscellaneous investigations	625
Parking studies made	30
Special investigations as result of correspondence	844

Traffic Rules:

	Net Changes in 1963	Total Existing
Commercial Vehicles Excluded	Added 2	87
One-Way Streets	Added 26	1,403
Parking Prohibitions	Added 30	2,247
Stop Streets	Added 85	786
No Left Turns Permitted	Added 3	69
No Right Turns Permitted		2
No "U" Turns Permitted	Added 2	23

Traffic Signal Installations:

	BTD	MDC (Boston)
Automatic stop and go	258	68
Pedestrian flashers	133	10
Warning flashers	63	
Bridge signals (manual)	5	1
Vehicles actuated	4	12
Totals	463	91

Vehicle Registrations in Municipal Boston:

(passenger cars and commercial vehicles)

1963 (estimate)	198,000
1960	191,000
1958	187,020
1956	193,508
1940	82,590

Vehicular Counts:

Number of intersection counts taken	214
Cordon Counts (estimated)	
Entering Inner area north of Broadway	210,000
Entering Outer area north of Mass. Avenue	275,000
Expressway volume counts (average daily volume):	
North of Sumner Tunnel	82,000
Southampton Street	93,000
South of Neponset	70,000

Violation of Parking Rules (tags issued by Police Department):

		Fines Paid
Tags issued by Police Department (downtown)	293,415	\$844,008.00
Court cases (Municipal Court only)	48,973	164,001.50
*Cars towed in towing area	9,751	
Total		\$1,008,009.50

* Police ceased towing March 19, 1963.

Comparative Traffic and Parking Commission Expenditures

1. Personal Services	1962	1963
Permanent employees	\$598,873 13	\$657,655 36
Temporary employees	1,560 00	2,343 75
Overtime	12,244 37	17,639 12
	<hr/>	<hr/>
Total	\$612,677 50	\$677,638 23
2. Contractual Services		
Communications	\$5,319 03	\$4,983 67
Light, heat, and power	67,797 16	67,797 16
Repairs and maintenance of buildings and structures	18,884 65	8,852 81
Repairs and servicing of equip- ment	4,830 58	4,562 30
Transportation of persons	5,076 59	6,004 42
Miscellaneous contractual serv- ices	84,280 02	90,135 48
	<hr/>	<hr/>
Total	\$186,188 03	\$182,335 84
3. Supplies and Materials		
Automotive supplies and ma- terials	\$7,914 52	\$7,062 01
Heating supplies and materials	4,005 82	3,413 21
Household supplies and ma- terials	656 98	577 20
Medical, dental, and hospital supplies and materials	36 34	20 00
Office supplies and materials	2,474 82	2,569 71
Miscellaneous supplies and ma- terials	98,333 27	122,746 17
	<hr/>	<hr/>
Total	\$113,421 75	\$136,388 30
4. Current Charges and Obligations		
Miscellaneous current charges and obligations	\$1,275 96	—
5. Equipment		
Automotive equipment	\$4,242 00	—
Office furniture and equipment	—	—
Miscellaneous equipment	2,302 69	\$2,253 54
	<hr/>	<hr/>
Total	\$6,544 69	\$2,253 54
7. Structures and Improve- ments	\$10,760 00	\$12,065 09
	<hr/>	<hr/>
Grand Totals	\$930,868 43	\$1,010,681 00

Administration

During 1963 seven meetings of the Traffic and Parking Commission were held and the Traffic Commissioner held fifteen meetings with his staff to make rules and regulations.

The Public Works Commissioner and the Traffic and Parking Commissioner, both of whom are members of the Public Improvement Commission and the Traffic and Parking Commission, informed the Commission that in the future whenever streets are constructed or reconstructed the radii of curbs are to be increased from the standard 8-foot radius to as much as 20 feet in order to facilitate turning movements and help reduce accidents. Over three and a half million dollars were spent on construction and reconstruction. There were 422 permanent rule changes and 200 temporary rule changes voted during the year.

At a meeting of the Traffic and Parking Commission held on April 1, 1963, the matter of street cleaning was discussed and it was the consensus of opinion that a special committee be appointed to study this matter and to present recommendations to the Board. Questionnaires were sent to 12 large cities throughout the country regarding their various programs and procedures used in the task of street cleaning; and their replies were both interesting and helpful.

It was agreed that there would be three categories of streets to be considered in this program. They were Downtown Area, Major Arteries and Residential Streets. This program also includes a very satisfactory provision for parking problems during such operations to facilitate the work load at the proper time.

Pilot areas have been set up in various sections of the City and further studies are being made to determine the best methods to improve traffic flow in connection with street cleaning. Commissioner Carty established many liaison groups to coordinate various studies being undertaken by many groups both governmental and civic. These groups include the Prudential Committee, Boston Redevelopment Authority, Turnpike Authority,

M.D.C.-M.T.A., Committee for the Central Business District, Boston Regional Planning Program and many consultants making traffic studies in the area.

The major problem facing the City today is to sell Mass Transportation to the people of the Metropolitan Area. It is the opinion of the Traffic and Parking Commission that unless rapid transit is extended the City faces the almost impossible task of controlling vehicles desiring to enter the Central Business District and to provide parking spaces.

The staff of the Traffic and Parking Department working jointly with other agencies have prepared a plan to cope with the problem in the event major rail facilities terminate passenger services.

DEPARTMENTAL ACTIVITIES

SUMMARY OF ACTIVITIES

ADMINISTRATIVE

Numbered directives processed	844
Field sheets sign location (permanent votes)	429
Shop order (sign location verifications)	488
Temporary shop orders (verified)	159
Temporary construction votes	487

LOADING ZONES

Renewals	779
New applications approved	112
Loading zone signs	39
No charge	19
Total loading zones issued	891

STREET OPENINGS OCCUPATIONS TO PUBLIC WORKS DEPARTMENT

General approvals	1,273
Oversize, overweight	15
Mass furniture movings	3
Exceptional detours	10

MAINTENANCE AND OPERATIONAL

SIGNS ISSUED

Portable (road construction)	565
Permanent (Chapter 90):	
A. Directional	7
B. Prohibition	35
Total	42
Special detours	5
Parade routes	27

AUXILIARY PAPER SIGNS ISSUED

Parade	200
Construction	2,200
Emergencies	200
Directional	150

SIGN MAINTENANCE

Permanent signs:

Existing	43,300
New	1,020

Total	44,320
Damaged signs reported	3,405
Repaired and replaced	1,020
A. Regulatory and directional	560
B. New poles	320
Total	4,056

BOSTON TRAFFIC DEPARTMENT

13

All signs added to existing rules	728
Signs and poles removed	500
Salvaged	475

STREET NAME SIGNS

1. New street signposts installed	193
2. Street signs — new or replaced	574
3. Private way signs	91
4. Hero signs — new or replaced	180

Summary of Roadway Painting

A comparison of the type and amount of roadway painting performed in 1962 and 1963 is as follows:

	TYPE	LINEAR FOOTAGE	
		1962	1963
Crosswalks		413,965	420,032
Center lines		286,970	270,546
Lane lines		308,496	195,818
Stop lines		6,912	31,168
"Slow"		None	None
Curbs		None	None
Loading zones		24,480	25,445
Other (parking stalls, specials)		None	None
Total linear feet		1,040,823	943,009
Miles		199	202
Total number of crosswalks painted		2,248	3,314

Traffic Signal Division—1963

The Signal Division acquired from the Massachusetts Department of Public Works traffic signals at four new locations bringing the total number of signalized intersections to 463 operated by the Boston Traffic and Parking Department. This figure does not include the ninety-one additional signalized intersections under the control of the Metropolitan District Commission within the City of Boston.

During the year new signal posts have been added at approximately thirty-five intersections in coordination with the street reconstruction program. These posts were installed to comply with the national "Manual on Uniform Traffic Control Devices," which requires two signal indications on the far side of the intersection for each movement of traffic.

This division is preparing plans for the installation of Walk—Don't Walk signals at many locations throughout the City upon passage of the Pedestrian Control Law.

Department Automotive Fleet

The Boston Traffic and Parking Department fleet consists of forty-eight vehicles. (10 sedans, 13 station wagons and 25 trucks.)

They are all mostly 1962 and 1963 vehicles, equipped with automatic transmissions which have proven very efficient from a maintenance point of view, contributing to the fact that our cost of repairs have been reduced considerably.

Many of the vehicles are already equipped with two-way radios which will enable the personnel to perform many of their duties without unnecessary trips back to the Department, especially during emergencies out in the field.

Through preventive maintenance by the garage personnel, the vehicles are on the road at all times.

**VARIOUS TRAFFIC RULES VOTED
AND ESTABLISHED DURING 1963**

Traffic Rules Added in 1963 and Total District Distribution

ONE-WAY STREETS

Net votes added in 1963 — 26

District Distribution of Existing Permanent Votes December 31, 1963

[illegible]

PARKING PROHIBITIONS

Net votes added in 1963 — 30

District Distribution of Existing Permanent Votes December 31, 1963

[illegible]

STOP STREETS

Net votes added in 1963 — 85

District Distribution of Existing Permanent Votes
December 31, 1963

Boston Proper	179
Brighton	79
Charlestown	24
Dorchester	146
East Boston	35
Hyde Park	25
Roxbury	119
South Boston	41
West Roxbury	138
Total	786

HEAVY COMMERCIAL VEHICLES EXCLUDED

Net votes added in 1963 — 2

District Distribution of Existing Permanent Votes
December 31, 1963

Boston Proper	5
Brighton	12
Charlestown	9
Dorchester	19
East Boston	0
Hyde Park	0
Roxbury	7
South Boston	6
West Roxbury	29
Total	87

NO LEFT TURNS PERMITTED

District Distribution of Existing Permanent Votes
December 31, 1963

Boston Proper	29
Brighton	10
Charlestown	7
Dorchester	4
East Boston	1
Hyde Park	0
Roxbury	15
South Boston	2
West Roxbury	1
Total	69

NO RIGHT TURNS PERMITTED

District Distribution of Existing Permanent Votes December 31, 1963

Boston Proper	2
---------------	---	---	---	---	---	---	---	---

NO "U" TURNS PERMITTED

District Distribution of Existing Permanent Votes December 31, 1963

[illegible]

Safety Education Division

Traffic Commissioner Thomas F. Carty submits the following report of the fatal traffic accidents which occurred on City of Boston public ways under the jurisdiction of the City of Boston Police, and Traffic and Parking Departments during the year ending December 31, 1963.

Highlights of the report are as follows:

1. The City of Boston reported 58 fatal accidents, in which 59 persons were killed.
 - a. This total included 44 pedestrians, 7 motor vehicle operators, and 8 occupants.
 - b. Pedestrians accounted for 73 percent of the total which is one of the highest percentages recorded in the last ten years.
 - c. Of the pedestrians killed, 34 were adults and 10 were children.
 - d. There were 23 adult pedestrians over 60 years of age out of the 31 killed.
2. In 58 fatal accidents 22 (or 38 percent) occurred during the daylight hours while 36 (or 62 percent) happened during the hours of darkness.
 - a. In the total picture of 12,181 accidents, most of these reported were during the daylight hours with 6,728 (or 55 percent) against 5,453 (or 45 percent) during darkness.
3. The fatal accidents AT intersections had the highest amount with 31 (or 56 percent) (9 signal-controlled) while 24 (or 44 percent) happened BETWEEN intersections.
 - a. Once again, in the total of 12,181 accidents reported, 8,326 occurred AT intersections, while 3,855 happened BETWEEN intersections.
4. Of the 59 fatalities in 1963, 46 (or 78 percent) were males, while only 13 (or 22 percent) were females.
 - a. There were 62 motor vehicle operators involved in fatal accidents; and 23 (or 37 percent) were under 25 years of age.
 - b. There were 55 (or 89 percent) male operators, 6 (or 11 percent) were female operators, while 3 were unknown due to hit and run fatal accidents.
 - c. 49 of the 62 vehicles involved in fatal accidents were Boston registrations, 13 were Massachusetts (non-Boston), 2 were out-of-state, and 3 were unknown.

5. Two persons were killed in one accident in October when operator of motorcycle ran off roadway while speeding at 9:15 P.M. (Victims were operator and occupant.)

6. February was the worst month when 9 fatal accidents occurred in which 9 people died, while only 2 fatal accidents were reported in August.

- a. Friday and Saturday were the worst days of the week with 12 fatalities each, when persons lost their lives in fatal accidents.
- b. Speeding too fast for conditions was a factor in 28 fatal accidents.

7. Of all the districts, most fatal accidents (12) occurred in Boston Proper, while East Boston had only one traffic fatality.

- a. Outside the downtown area, Roxbury had the highest number of all other type traffic accidents with 3,014, while Charlestown had the least with 405.

8. M.D.C. traffic accident figures in Boston indicate the following in addition to those reported above—

- a. Fatales—14 accidents, 16 persons killed, including 4 pedestrians.
- b. All other reported M.D.C. traffic accidents (in Boston):

Non-fatal	2,011
Property damage	468

Total	2,479
-------	-------

1. Persons injured 3,687, including 63 pedestrians.

NOTE: Figures for 1963 personal injuries and property damage accidents are projections due to incomplete figures for last two months of year.

TRAFFIC FATALITY STUDY—JANUARY 1, 1963—DECEMBER 31, 1963

LOCATION	District	Date	Time	Type	Killed	Age	Sex	Registration	Driver Age	Sex	Remarks
arren st.....	Chas.	1-1	1.00 A.M.	A-Ped	Ped	46	M	Unknown	—	—	Hit and run
st.....	S. B.	1-2	1.15 A.M.	A-FO	Occ	27	M	Boston	23	M	No control
pliff and Levant sts.....	Dor.	1-5	11.24 P.M.	A-A	Occ	16	M	Boston	16	M	Speed, no control
ashington st.....	Rosl.	1-5	8.12 P.M.	A-Ped	Ped	50	M	Boston	22	M	Speed, operating to endanger
untington av. and West Newton st.....	B. P.	1-7	6.50 P.M.	A-Ped	Ped	94	M	Florida	25	M	Speed, operating to endanger
utherford av.....	Chas.	1-10	12.20 P.M.	A-Tr	Occ	67	F	Somerville	70	M	Operating to endanger
st Broadway and K st.....	S. B.	1-17	7.25 P.M.	A-Ped	Ped	68	M	Boston	39	M	Speed, operating to endanger
lumbus av. and Ruggles st.....	Rox.	1-19	8.35 P.M.	A-Ped	Ped	32	M	Dedham	29	M	Speed, operating to endanger
ams st. and Dorchester av.....	Dor.	2-1	8.24 P.M.	Bus-Ped	Ped	32	M	Somerville	37	M	Speed, operating negligently
ascoma and Quincy sts.....	B. P.	2-3	9.45 A.M.	A-Ped	Ped	8	M	Boston	44	M	Coasting at intersection
5 North st.....	B. P.	2-3	8.45 P.M.	A-Ped	Ped	45	M	Boston	39	M	Crossing street
10 Centre st.....	Rosl.	2-8	6.00 P.M.	A-Ped	Ped	65	M	Boston	23	M	Speed, crossing street
useway st.....	B. P.	2-10	10.25 A.M.	A-Ped	Ped	74	M	Boston	25	M	Speed, operating to endanger
ummonwealth av. and Leamington rd.....	Bri.	2-12	5.30 P.M.	A-Ped	Ped	79	F	Westwood	40	M	Speed
assachusetts av. and Tremont st.....	B. P.	2-20	7.56 P.M.	A-Ped	Ped	65	M	Watertown	24	M	Speed, operating to endanger
st.....	S. B.	2-26	2.00 P.M.	A-Ped	Ped	5	M	Boston	30	M	Eyeglasses, operating to endanger
st. and Dorchester av.....	S. B.	3-17	7.15 P.M.	A-FO	Occ	28	F	Boston	26	M	Speed, lost control
3 Cambridge st.....	Alls.	3-18	10.50 A.M.	A-Tr	Oper	63	M	Natick	38	M	Load, operating without permit
orth Washington st.....	Chas.	3-23	1.12 P.M.	A-Ped	Ped	53	M	Boston	22	M	Speed, mid-block
Linden st.....	Alls.	4-18	4.25 P.M.	A-Ped	Ped	4	M	Boston	23	M	Speed, between parked cars
ewbury st.....	B. P.	4-23	10.05 P.M.	A-Ped	Ped	70	M	Boston	25	M	Crossing street
merican Legion Highway.....	Dor.	4-23	2.00 P.M.	A-FO	Oper	59	M	Boston	59	M	Lost control
lumbia rd. and Buttonwood st.....	Dor.	4-30	11.45 P.M.	A-Ped	Ped	37	M	Boston	39	M	Operating negligently
ummonwealth av. and Mt. Hood rd.....	Bri.	5-2	8.25 P.M.	A-Ped	Ped	78	F	Newton	33	M	Crossing street
rkins st.....	J. P.	5-8	4.17 P.M.	A-Ped	Ped	71	M	Boston	60	M	Operating to endanger
altham and Tremont sts.....	B. P.	5-31	7.55 P.M.	A-Ped	Ped	63	M	Boston	28	M	Hit and run
atlantic av. and Beech st.....	B. P.	6-5	6.30 A.M.	A-Ped	Ped	70	M	Boston	21	M	Speed, operating to endanger
ring and Summer sts.....	W. Rox.	6-7	12.15 A.M.	A-Ped	Ped	78	F	Boston	18	M	Speed, operating to endanger
umboldt av. and Bower st.....	Rox.	6-9	7.35 P.M.	A-Ped	Ped	45	M	Boston	34	M	Crossing street, operating to endanger
rminal and Medford sts.....	Chas.	6-13	7.30 P.M.	A-FO	Oper	16	M	Boston	16	M	Speed, no control

TRAFFIC FATALITY STUDY—JANUARY 1, 1963—DECEMBER 31, 1963—Concluded

LOCATION	District	Date	Time	Type	Killed	Age	Sex	Registration	Driver Age	Sex	Remarks
East Brookline st.	B. P.	6-24	1.00 P.M.	A-Ped	Ped	5	F	Stoneham	51	M	Between parked cars
Eliot sq.	Rox.	7-5	4.15 P.M.	A-Ped	Ped	60	M	Boston	30	M	Speed, operating to endanger
Wakullah and Dale sts.	Rox.	7-6	9.47 P.M.	A-Ped	Ped	8	F	New Hamp.	19	M	Speed, operating to endanger
Washington st. and Union pk.	B. P.	7-24	11.15 P.M.	Non-Coll	Oce	40	F	Malden	48	M	Operating negligently
East Broadway and Dorchester st.	S. B.	7-26	4.15 P.M.	Bus-Ped	Ped	9	M	Boston	51	M	Hitching on vehicle
East Eighth and G sts.	S. B.	8-7	10.24 P.M.	A-A	Oper	23	M	E. Weymouth	17	M	Speed, no control
Essex st.	Chas.	8-17	4.30 P.M.	Tr-Pd	Ped	3	M	Charlestown	37	M	Speed, operating to endanger
Ruggles st. and Annunciation rd.	Rox.	9-5	11.30 P.M.	A-A	Oce	58	F	Boston	65	M	Operating to endanger
75 Dudley st.	Dor.	9-13	12.27 A.M.	A-Ped	Ped	83	M	Boston	33	M	Between parked cars
Commonwealth av. and Buick st.	Alls.	9-21	11.30 P.M.	A-A	Oper	23	F	Medford	20	M	Lost control
Dorchester and West 5th sts.	S. B.	10-2	8.50 P.M.	A-Ped	Ped	65	M	Boston	36	M	Speed, operating to endanger
Tremont and Dartmouth sts.	B. P.	10-10	10.10 P.M.	A-Ped	Ped	60	M	Boston	56	M	Crossing street, operating to endanger
165 Hyde Park av.	H. P.	10-11	6.55 P.M.	A-Ped	Ped	75	F	Boston	37	M	Crossing street, operating to endanger
65 Woodrow av.	Dor.	10-12	7.10 P.M.	A-Ped	Ped	83	M	Boston	19	F	Speed, operating to endanger
55 Gordon av.	H. P.	10-15	9.15 P.M.	Bike-FO	Oper	22	M	Boston	22	M	Run off roadway, speed
55 Gordon av.	H. P.	10-15	9.15 P.M.	Bike-FO	Oce	20	M	Boston	22	M	Run off roadway, speed
Dorchester and West 8th sts.	S. B.	10-18	11.05 P.M.	A-Ped	Ped	77	M	Boston	39	M	Speed, operating to endanger
Pemble and Mohawk sts.	S. B.	11-1	7.15 P.M.	A-Ped	Ped	78	F	Boston	54	M	Glasses, operating to endanger
Washington and Bartlett sts.	Rox.	11-9	1.15 A.M.	A-FO	Oper	34	M	Boston	34	M	Lost control
Dennis and Hucksins sts.	Rox.	11-13	2.15 P.M.	A-Ped	Ped	3	M	Boston	70	M	Poor vision, operating to endanger
Tremont and East Brookline sts.	B. P.	11-23	6.55 P.M.	A-Ped	Ped	61	M	Boston	31	M	Speed, operating to endanger
Abbot st.	Dor.	11-30	4.00 P.M.	A-Ped	Ped	4	M	Boston	50	M	Speed, operating to endanger
313 Columbus av.	Rox.	11-30	1.10 A.M.	A-Ped	Ped	42	M	Boston	46	M	Crossing street, operating to endanger
Chelsea and Brooks sts.	E. B.	12-6	4.55 P.M.	A-Ped	Ped	74	M	Revere	59	M	Operating negligently
Washington and Bowdoin sts.	Dor.	12-13	11.00 A.M.	Tr-Ped	Ped	4	M	Boston	27	M	Between parked cars, operating to endanger
Washington st.	J. P.	12-30	6.04 A.M.	A-A	Oce	62	M	Boston	32	M	Speed, operating to endanger

Summary of Fatal Traffic Accidents—1963

[illegible]

Five-Year Comparative Analysis of Motor Vehicle Fatalities

	1959	1960	1961	1962	1963
Persons killed	52	47	47	62	56
Pedestrians	38	37	39	38	41
Operators	8	7	5	14	4
Occupants	6	3	2	10	8
Ride stealers	1	2	0	0	1
Bicyclists	1	0	1	2	0
Coasters	0	0	0	0	1
Motorcyclists	0	2	1	1	1
 Males killed	 37	 36	 37	 45	 44
Male pedestrians	26	27	30	26	34
 Females killed	 15	 11	 10	 17	 12
Female pedestrians	12	10	9	12	7
 Adults killed (15 or over)	 43	 36	 42	 54	 46
Adult pedestrians	30	27	34	31	32
 Children killed (under 15)	 9	 11	 5	 8	 10
Child pedestrians	8	10	5	7	10
 Killed during hours of dark	 30	 30	 31	 36	 35
Pedestrians—darkness	20	23	28	19	23
 Killed during daylight hours	 22	 17	 16	 22	 21
Pedestrians—daylight	17	14	11	19	18
 Killed by hit and run drivers	 3	 8	 5	 3	 2
 Killed by drunken drivers	 0	 1	 1	 2	 0
 Excessive speeding	 5	 8	 3	 15	 12
 Age of operators involved:					
Under 25	13	7	12	14	16
25 or over	31	27	32	42	38
Unknown	8	12	7	8	1
 By districts:					
Boston Proper	8	14	16	10	12
Brighton	5	4	2	7	5
Charlestown	1	3	1	5	5

BOSTON TRAFFIC DEPARTMENT

27

	1959	1960	1961	1962	1963
Dorchester	11	7	6	8	8
East Boston	3	1	4	6	1
Hyde Park	1	1	0	0	2
Roxbury	9	11	9	15	8
South Boston	5	2	6	7	9
West Roxbury	9	4	3	4	5

Registrations involved:

Boston	33	23	30	43	40
Massachusetts (outside Boston)	13	14	13	16	12
Out of state	3	3	3	4	2
Unknown	3	6	4	1	1

Type of vehicles involved:

Passenger cars	40	37	38	58	46
Trucks	8	7	10	4	4
Buses	4	1	0	0	2
Taxis	3	2	2	1	0
Motorcycles or scooters	0	2	1	1	1
Streetcars	0	0	0	0	2
Railroad trains	0	0	0	1	0

By months:

January	4	6	5	4	8
February	4	3	2	5	8
March	2	1	5	6	3
April	5	4	3	6	4
May	6	7	6	8	3
June	4	2	5	4	5
July	7	4	0	3	4
August	1	6	6	1	2
September	1	3	2	3	3
October	2	1	7	6	7
November	4	4	2	12	6
December	9	6	4	4	3

Day of the week:

Sunday	8	6	7	8	5
Monday	8	3	5	6	3
Tuesday	6	3	5	8	8
Wednesday	9	5	2	11	8
Thursday	3	7	13	6	7
Friday	7	13	9	12	12
Saturday	11	10	6	11	12

Location of fatalities:

At intersections	20	21	25	22	22
Signalized intersections	5	9	9	2	9
Between intersections	32	25	22	36	24

Type of fatal accidents:	1959	1960	1961	1962	1963
Auto vs. pedestrian	28	28	31	33	37
Auto vs. auto	2	3	3	5	5
Auto vs. truck	2	0	2	2	2
Auto vs. fixed object	7	5	1	12	5
Auto vs. freight car or streetcar	0	0	0	1	0
Bus vs. pedestrian	3	1	0	0	2
Truck vs. pedestrian	6	7	8	2	2
Truck vs. fixed object	1	0	0	0	0
Motorcycle vs. motorcycle	0	0	0	0	0
Noncollision	1	2	2	1	1
Ran off roadway	1	0	0	1	0
Motorcycle or scooter vs. fixed object	0	0	0	1	1

Study of Pedestrian Fatalities

	1959	1960	1961	1962	1963
By districts:					
Boston Proper	8	14	15	6	9
Brighton	4	2	1	4	4
Charlestown	0	1	1	2	2
Dorchester	8	6	5	6	5
East Boston	2	1	4	3	0
Hyde Park	1	1	0	0	1
Roxbury	6	9	7	11	8
South Boston	4	1	5	5	7
West Roxbury	5	2	1	1	5
Location of pedestrian fatalities:					
At intersections	11	18	19	14	15
Signalized intersections	4	8	6	1	4
Against signal	3	4	5	1	1
With signal	0	2	1	0	0
Between intersections	23	19	20	24	19
Hit and run pedestrian fatalities	3	7	5	3	2
Age groups of pedestrians killed:					
0-4	4	4	3	2	5
5-9	1	5	1	3	5
10-14	3	1	1	2	0
15-17	0	0	1	0	0
18-24	0	0	2	0	0
25-34	0	1	2	1	1
35-44	3	2	3	2	4
45-54	5	2	6	3	4
55-64	5	5	9	6	5
65-74	9	9	8	14	6
75 and over	8	8	3	5	11
Not stated	0	0	0	0	0
Time of day pedestrians killed:					
Midnight-7:00 A.M.	6	7	9	7	5
7:01 A.M.-10:00 A.M.	2	1	2	5	2
10:01 A.M.-4:00 P.M.	10	6	6	6	5
4:01 P.M.-7:00 P.M.	7	11	8	9	12
7:01 P.M.-Midnight	13	12	14	11	17
Pedestrians' actions in fatalities:					
Crossing intersection	7	5	4	5	18
From between parked cars	2	4	3	5	5

	1959	1960	1961	1962	1963
Walking in roadway	9	12	4	2	2
Against traffic	7	3	3	2	1
With traffic	2	9	1	0	0
Standing in safety zone	2	1	0	0	0
Getting on or off streetcar or another vehicle	2	0	1	0	0
Playing in roadway	2	0	0	2	0
Mid-block crossings	19	6	4	11	10
Ran from curb	2	0	1	1	5
Working in roadway	0	0	0	1	0

Five-Year Comparative Study of All Motor Vehicle Traffic Accidents

	1959	1960	1961	1962	1963
Total Accidents reported	12,744	13,035	13,017	12,946	12,181
Fatal accidents	51	46	47	58	55
Personal injury accidents	11,524	11,779	11,521	11,444	11,627
Property damage accidents	1,169	1,210	1,449	1,444	1,506
Persons killed	52	47	47	62	56
Persons injured	17,153	19,693	21,658	19,106	20,207
Male	11,193	12,673	14,073	13,119	14,723
Female	5,981	7,020	7,585	5,987	5,484
Pedestrians injured in traffic	1,353	1,385	1,431	1,651	1,592
Bicyclists injured	86	62	73	90	78
Coasters injured	3	9	11	2	4
Hit and run accidents	548	481	634	493	467
Accidents involving liquor	573	469	547	502	483
Accidents involving taxis	1,380	1,308	1,437	1,117	1,207
Accidents involving buses	384	—	402	322	372
Registrations of vehicles:					
City of Boston registrations	14,583	16,296	15,740	15,111	15,426
Massachusetts—outside Boston	6,544	7,039	6,848	6,290	6,127
Out-of-State registrations	1,268	1,043	1,119	1,077	1,216
Locations of accidents:					
At intersections	7,528	8,964	7,680	7,940	8,326
Between intersections	5,216	4,071	5,337	5,006	3,855
Time of day accidents occurred:					
Midnight — 7.00 A.M.	3,450	2,868	3,536	3,774	3,271
7.00 A.M. — 9.00 A.M.	697	782	727	1,143	995
9.00 A.M. — 4.00 P.M.	2,744	3,389	3,236	3,171	3,125
4.00 P.M. — 7.00 P.M.	2,163	2,885	2,227	2,612	2,361
7.00 P.M. — Midnight	3,690	3,111	3,291	2,246	2,429
Accidents by districts:					
Boston Proper (downtown)	3,202	3,519	3,605	3,376	3,127
Brighton	747	782	861	793	782
Charlestown	493	521	454	441	405
Dorchester	1,592	1,434	1,790	1,680	1,512
East Boston	487	537	490	467	451
Hyde Park	380	481	447	480	392
Roxbury	3,001	2,737	2,862	3,142	3,014
South Boston	1,016	811	941	891	931
West Roxbury	1,826	2,213	1,567	1,676	1,567
Motor Vehicle Registrations in:					
City of Boston	182,000	191,000	193,000	207,000	209,000
Pedestrian accidents by districts:					
Boston Proper	337	346	382	440	463
Brighton	90	69	97	106	98
Charlestown	50	76	48	52	49
Dorchester	263	277	260	296	271
East Boston	57	67	58	77	64
Hyde Park	14	27	23	45	41
Roxbury	328	281	262	341	351
South Boston	96	71	107	98	92
West Roxbury	118	171	194	196	163
	1,348	1,385	1,431	1,651	1,592

NOTE: Most figures for 1963 are projections due to incomplete figures for last three months of year.

COMPILED BY:

GENE DiBENEDETTO
Safety Education Division

Boston Parking Facilities *(North of Massachusetts Avenue)*

DECEMBER 31, 1963

		Vehicle Spaces	Totals
A. DOWNTOWN PARKING SPACES			
1.	DOWNTOWN CITY-OWNED GARAGES:		
	Bedford and Kingston streets	735	
	Central and Kilby streets	700	
	Fort Hill square	650	
	Essex and Lincoln streets	334	
	Hayward place	700	
	Winthrop square	750	
	Post Office square	950	
		—	4,810
2.	DOWNTOWN PRIVATELY-OWNED PUBLIC GARAGES:		
	Brattle Co., 43 India street	180	
	Eliot Street Garage, 7 Eliot street	600	
	Shopper's, Beach street	500	
	Custom Motor Mart, 20 Custom House	125	
	Sears Street, 11 Sears street	300	
	Hertz Truck Rental, Commercial street	500	
	Portland Street Garage	450	
	Charles Street Garage, 144 Charles street	150	
	Cambridge Street Garage, 252 Cambridge street	250	
	Irving Garage, 25 Irving street	48	
	Park Square Motor Mart	1,800	
	Brimmer Street Garage, 70 Brimmer street	100	
	United Shoe Company, 80 High street	335	
	Meyers Brothers, Beach and Lincoln streets	350	
	Meyers Brothers, Province street	260	
		—	5,948
3.	MASSACHUSETTS PARKING AUTHORITY		
	Boston Common Garage		1,457
4.	OPEN-AIR LOTS		
	a. Privately-owned	8,840	
	b. City-owned	581	
		—	9,421
5.	METERED SPACES:		
	a. Metered curb spaces	1,371	
	b. Metered off-street spaces	439	
		—	1,810
	Total Vehicle Parking Spaces Downtown		23,455
B. OUTER CORDON (Between Downtown and Massachusetts avenue)			
1.	CITY OF BOSTON-OWNED GARAGE (St. James avenue)	625	
2.	PRIVATELY-OWNED GARAGE (National-Buckingham street)	500	
3.	OPEN-AIR LOTS	2,399	
4.	METERED CURB SPACES	3,477	
5.	NON-METERED CURB SPACES (ESTIMATED)	2,500	
	Total Vehicle Spaces between Downtown and Outer Cordon		9,501
SUMMARY			
TOTAL VEHICLE SPACES:			
	Inner Cordon (Downtown)	23,455	
	Between Downtown and Outer Cordon	9,501	
	Total Vehicle Parking Spaces North of Massachusetts avenue		32,956

[DOCUMENT 21 — 1965.]



ANNUAL REPORT
OF THE
**BOSTON TRAFFIC AND
PARKING DEPARTMENT**
FOR THE YEAR ENDING DECEMBER 31, 1964

BOSTON, January 15, 1965.

HON. JOHN F. COLLINS,
Mayor of Boston.

DEAR SIR:

I have the honor to submit herewith the annual report of the Boston Traffic and Parking Department for the year ending December 31, 1964.

Respectfully submitted,
THOMAS F. CARTY,
Traffic and Parking Commissioner.



OFFICE OF THE DEAN

THE UNIVERSITY OF CHICAGO
CHICAGO, ILLINOIS

1900

DEAN

1900

THE UNIVERSITY OF CHICAGO
CHICAGO, ILLINOIS

1900

Index

	PAGE
ACCIDENT STUDIES AND STATISTICS . . .	23-31
ADMINISTRATION	9-10
DEPARTMENT AUTOMOTIVE FLEET . . .	16
DEPARTMENTAL ACTIVITIES	11-13
EXPENDITURES	8
GENERAL SERVICES	5
MEMBERS OF BOSTON TRAFFIC AND PARKING COMMISSION	4
ROADWAY PAINTING AND SIGN DIVISION . .	14
RULES AND REGULATIONS ESTABLISHED IN 1964	17
ONE-WAY STREETS	18
PARKING PROHIBITIONS	18
STOP STREETS	19
TURNS	20
SAFETY EDUCATION DIVISION	21-22
STATISTICS FOR QUICK REFERENCE	6-7
TRAFFIC SIGNAL DIVISION	15
TRAFFIC SIGNS	12

*Members of the
Boston Traffic and Parking
Commission
1964*

CHAIRMAN

Traffic and Parking Commissioner THOMAS F. CARTY,
Boston Traffic and Parking Department

ASSOCIATE COMMISSIONERS

Commissioner EDMUND L. MCNAMARA, Police Department

Commissioner THOMAS J. GRIFFIN, Fire Department

Commissioner JAMES J. SULLIVAN, Real Property Board

Commissioner JAMES W. HALEY, Public Works Department

SECRETARY

WILLIAM T. DOYLE

Deputy Traffic and Parking Commissioner
Boston Traffic and Parking Department

GENERAL SERVICES

Statistics for Quick Reference

BOSTON, January 15, 1965

Area of the City—47.81 square miles

Bus Stop Permits—New in 1964:

M.T.A.—25

School Department—1

Plymouth & Boston Street Railway—1

Airways Transportation—1

Canceled in 1964—32

Total existing bus stops December 31, 1964 1,618

Employees—106

Expenditures—\$939,261.18

Loading Zones—Paid in 1964	881
No charge (churches, schools, hospitals, etc.)	333
Total existing loading zones December 31, 1964	1,214

Parking Meters—2,845 (including all districts)

Permits—Special temporary for construction, etc.	1,389
Parades	118
Total permits issued in 1964	1,507

Population—697,197 (Federal Census, 1960)

Public Alleys—83

Public Streets—3,276 (approximately 800.30 miles)

M.D.C. parkways—35 miles

State highways—6 miles

Expressways or limited access highways—29 miles

Part-public streets	215
-------------------------------	-----

Private ways—1,847 (approximately 118 miles)

Bridges, overpasses, etc.	198
-----------------------------------	-----

Revenue—Parking meters	\$91,558 42
Loading zones	52,377 00
Loading zones signs	1,725 00
Direction sign fees	387 00
Parking lots	70,691 00

Total revenue	\$216,738 42
-------------------------	--------------

Roadway Painting and Traffic Signs:

Miles of roadway painted	200
------------------------------------	-----

New traffic signs installed	1,500
---------------------------------------	-------

Old signs replaced	3,525
------------------------------	-------

Total permanent traffic signs maintained (estimate)	43,750
---	--------

Speed Distribution Studies:

Studies made with electronic speed meter	3
--	---

Number of studies zoned for speed control	2
---	---

BOSTON TRAFFIC AND PARKING DEPARTMENT

7

Traffic Engineering Studies and Investigations:

Miscellaneous investigations	680
Parking studies made	25
Special investigations as result of correspondence	815

Traffic Rules:

	Net Changes in 1964	Total Existing
Commercial Vehicles Excluded	Added 6	93
One-Way Streets	Added 42	1,445
Parking Prohibitions	Added 55	2,302
Stop Streets	Added 43	829
No Left Turns Permitted	Added 3	72
No Right Turns Permitted . . . . .	. . . . .	2
No "U" Turns Permitted	Added 1	24

Traffic Signal Installations:

	BTD	MDC (Boston)
Automatic stop and go	255	39
Pedestrian flashers	132	23
Warning flashers	63	26
Bridge signals (manual)	5	2
Vehicles actuated	7	16
Totals	462	106

Vehicle Registrations in Municipal Boston:

(passenger cars and commercial vehicles)

1963 (estimate)	198,000
1960	191,000
1958	187,020
1956	193,508
1940	82,590

Vehicular Counts:

Number of intersection counts taken	226
Cordon Counts (estimated)	
Entering Inner area north of Broadway	215,000
Entering Outer area north of Mass. Avenue	280,000
Expressway volume counts (average daily volume):	
North of Sumner Tunnel	85,000
Southampton Street	95,000
South of Neponset	75,000

Violation of Parking Rules (tags issued by Police Department):

		Fines Paid
Tags issued by Police Department (downtown)	373,710	\$935,292.74
Court cases (Municipal Court only)	62,000	186,563.08
Total		\$1,121,855.82

Comparative Traffic and Parking Commission Expenditures

1. Personal Services	1963	1964
Permanent employees	\$657,655 36	\$660,095 72
Temporary employees.	2,343 75	—
Overtime	17,639 12	5,600 74
	<hr/>	<hr/>
Total	\$677,638 23	\$665,696 46
2. Contractual Services		
Communications	\$4,983 67	\$4,825 16
Light, heat, and power	67,797 16	71,954 70
Repairs and maintenance of buildings and structures	8,852 81	1,921 43
Repairs and servicing of equip- ment	4,562 30	7,141 47
Transportation of persons	6,004 42	6,478 52
Miscellaneous contractual serv- ices	90,135 48	91,713 38
	<hr/>	<hr/>
Total	\$184,335 84	\$184,034 66
3. Supplies and Materials		
Automotive supplies and ma- terials	\$7,062 01	\$6,218 56
Heating supplies and materials	3,413 21	3,196 66
Household supplies and ma- terials	577 20	376 63
Medical, dental, and hospital supplies and materials	20 00	—
Office supplies and materials	2,569 71	2,416 43
Miscellaneous supplies and ma- terials	122,746 17	76,001 07
	<hr/>	<hr/>
Total	\$136,388 30	\$88,209 35
4. Current Charges and Obligations		
Miscellaneous current charges and obligations	—	—
5. Equipment		
Automotive equipment	—	—
Office furniture and equipment	—	—
Miscellaneous equipment	\$2,253 54	\$1,320 71
	<hr/>	<hr/>
Total	\$2,253 54	\$1,320 71
7. Structures and Improve- ments	\$12,065 09	—
	<hr/>	<hr/>
Grand Totals	\$1,010,681 00	\$939,261 18

Administration

Many unique and complex problems, some encountered for the first time, occupied the Traffic and Parking Department during the calendar year 1964. An exceptionally high solution rate was noted.

Eight meetings were held by the full board of the Boston Traffic and Parking Commission during which it devoted a major portion of this time solving traffic problems. Ten meetings were held by the Commissioner with his staff for the purpose of drawing up rules and regulations.

A great stride forward in the building of our New Boston was taken when all of the Unit 2 traffic signals located in the Back Bay were completely rewired. Approximately 12 miles of 30-year-old underground cable, controlling 61 intersections in the Back Bay, were replaced. Installed was a new type of polyvinyl cable, together with an increase in the number of conductors.

This changeover allowed the Traffic and Parking Department to utilize to the maximum the modern controllers which are the heart of this complex electronic equipment. Also, with an eye to the future, provisions were incorporated in the cable installation to handle the inclusion of automatic traffic control equipment.

One of the most significant works this department undertook was a cordon count of downtown Boston, in conjunction with the Boston Redevelopment Authority and the Boston Regional Planning Project.

The first cordon count around the downtown area of Boston was conducted by the Boston Traffic Department in 1927. Since then, similar counts were made in 1932, 1938, 1950, and 1954. This year the department undertook another cordon count study to investigate present travel patterns and to make comparative studies with similar data collected in the past. To make the comparisons more meaningful, the study was conducted during the month of June, the same month as the 1954 study. In 1964, however, the study was

conducted only along the "Outer Cordon" line which cuts the peninsula at Massachusetts Avenue, whereas in 1954 the study was made along this line as well as along the "Inner Cordon" line running along Charles Street. Further, in 1964, an additional hour was added to the study period, starting it at 6:00 A.M. rather than at 7:00 A.M., as in 1954.

During August of 1964 the Boston City Council approved the Pedestrian Control Law, with the understanding that a public education program would precede the enforcement date, November 1, 1965. After this date the law establishes a police enforcement function and a fines schedule in conjunction with the courts.

The Pedestrian Control Law will receive full-scale exposure through a public relations program which will utilize newspapers, radio and television, magazines, industrial publications, posters, signs, a speakers bureau, and an intensive program developed by the Boston Police Department.

With parking meters currently the target of vandals, Mayor Collins seeks to acquire 10,000 new vandal-proof parking meters. However, the City Council is recorded as hesitant about approving the purchase of such meters at this time.

One major problem faced by this department is the need for public understanding regarding use of mass transportation into the city. Our progress is slow, but we feel that we are moving in the right direction in selling mass transportation to residents of the Metropolitan Area. We are still faced with the double task of controlling vehicles entering the Central Business District (downtown) and providing adequate public parking space.

This department will continue to cooperate with public agencies, private industry and the general public which act in consort for the progress of the community. Further, we stand ready to utilize our full means to cope with any emergencies we might be called on to handle.

DEPARTMENTAL ACTIVITIES

SUMMARY OF ACTIVITIES

ADMINISTRATIVE

Numbered directives processed	773
Field sheets sign location (permanent votes)	526
Shop order (sign location verifications)	606
Temporary shop orders (verified)	203
Temporary construction votes	620

LOADING ZONES

Renewals	795
New applications approved	86
Loading zone signs	69
No charge	7
Total loading zones issued	1,214

STREET OPENINGS OCCUPATIONS TO PUBLIC WORKS

DEPARTMENT

General approvals	2,006
Oversize, overweight	24
Mass furniture movings	15
Exceptional detours	20

MAINTENANCE AND OPERATIONAL

SIGNS ISSUED

Portable (road construction)	631
Permanent (Chapter 90):	
A. Directional	12
B. Prohibition	48
Total	60
Special detours	7
Parade routes	27

AUXILIARY PAPER SIGNS ISSUED

Parade	225
Construction	2,605
Emergencies	310
Directional	205

SIGN MAINTENANCE

Permanent signs:

Existing	44,000
New	1,400
Total	45,400
Damaged signs reported	3,900
Repaired and replaced	1,200
A. Regulatory and directional	2,251
B. New poles	455
Total	3,906

BOSTON TRAFFIC AND PARKING DEPARTMENT 13

All signs added to existing rules	725
Signs and poles removed	522
Salvaged	1,500

STREET NAME SIGNS

1. New street signposts installed	207
2. Street signs — new or replaced	643
3. Private way signs	86
4. Hero signs — new or replaced	218

Summary of Roadway Painting

A comparison of the type and amount of roadway painting performed in 1963 and 1964 is as follows:

	TYPE	LINEAR FOOTAGE	
		1963	1964
Crosswalks	420,032	410,779
Center lines	270,546	430,016
Lane lines	195,818	329,714
Stop lines	31,168	35,263
"Slow"	None	None
Curbs	None	None
Loading zones	25,445	26,188
Other (parking stalls, specials)	None	None
Total linear feet		943,009	1,231,960
Miles		202	202
Total number of crosswalks painted		3,314	2,784

Traffic Signal Division—1964

The Signal Division installed traffic signals at three locations bringing the total number of signalized intersections to 462 operated by the Boston Traffic and Parking Department. This figure does not include the ninety-three additional signalized intersections under the control of the Metropolitan District Commission within the City of Boston.

During the year new signal posts have been added at approximately forty-two intersections in coordination with the street reconstruction program. These posts were installed to comply with the national "Manual on Uniform Traffic Control Devices," which requires two signal indications on the far side of the intersection for each movement of traffic.

This division is preparing plans for the installation of WALK—DON'T WALK signals at many locations throughout the Back Bay so that upon implementation of the pedestrian control law there will be a specific area in which educational efforts may be applied to teach proper pedestrian walking procedures.

Department Automotive Fleet

The Boston Traffic and Parking Department fleet consists of forty-eight vehicles. (10 sedans, 13 station wagons and 25 trucks.)

They are all mostly 1962 and 1963 vehicles, equipped with automatic transmissions which have proven very efficient from a maintenance point of view, contributing to the fact that our cost of repairs have been reduced considerably.

Many of the vehicles are already equipped with two-way radios which will enable the personnel to perform many of their duties without unnecessary trips back to the Department, especially during emergencies out in the field.

Through preventive maintenance by the garage personnel, the vehicles are on the road at all times. A total of over 300,000 miles have been driven by this fleet, enabling the Department to complete all their tasks without any difficulty.

**VARIOUS TRAFFIC RULES VOTED
AND ESTABLISHED DURING 1964**

Traffic Rules Added in 1964 and Total District Distribution

ONE-WAY STREETS

Net votes added in 1964 — 42

District Distribution of Existing Permanent Votes December 31, 1964

[illegible]

PARKING PROHIBITIONS

Net votes added in 1964 — 55

District Distribution of Existing Permanent Votes December 31, 1964

[illegible]

Safety Education Division

Traffic Commissioner Thomas F. Carty submits the following report of the fatal, personal-injury, and property damage motor vehicle accidents as reported to this department, and that occurred on the City of Boston public ways under the jurisdiction of the City of Boston Police, and Traffic and Parking Departments during the year ending December 31, 1964:

Highlights of the report are as follows:

1. Boston reported the highest number of persons killed in traffic accidents since 1950—when 76 people died in 75 fatal accidents.

- a. There were 56 pedestrians killed, 2 bicyclists, 8 occupants, and 10 operators.
- b. Pedestrians accounted for 74 percent of the total, which is one of the highest percentages in the last 15 years.
- c. Of the pedestrians killed, 45 were adults and 11 were children.
- d. There were 32 adult pedestrians over 60 years of age out of the 45 killed.

2. Of the 75 fatal accidents, 32 (43 percent) occurred during daylight hours while 43 (57 percent) happened during the hours of darkness.

3. Thirty-one fatal accidents (41 percent) occurred at intersections (6 signal controlled) while 44 (59 percent) happened between intersections.

4. Of the 76 fatalities in 1964—50 (66 percent) were males, while only 26 (34 percent) were females.

5. Two persons (operator and occupant) were killed in one accident on September 29 when car went out of control and struck a tree.

6. December was the worst month of the year when 14 fatal accidents claimed the lives of 14 persons, while only 3 fatal accidents were reported in both January and July.

- a. Saturday was the worst day of the week with 17 fatalities; and Thursday and Friday were next when 13 persons died in fatal accidents.
- b. Once again, speeding too fast for conditions was a factor in 37 of the fatal accidents.

7. Of all the districts, most fatal accidents (18) occurred in Boston Proper and Dorchester, while the lowest rate of accidents came from Charlestown and Hyde Park with (1) each.

8. M.D.C. traffic accident figures in Boston indicate the following, in addition to those reported above.

a. Fatales—14 accidents, 16 persons killed, including 4 pedestrians.

b. All other M.D.C. traffic accidents in Boston:

Non-fatal	1,871
Property damage	3,567

Total	5,438
-------	-------

c. Persons injured 1,652, including 37 pedestrians.

NOTE: Figures for 1964 personal injuries and property damage accidents are projections due to incomplete figures for last two months of year.

TRAFFIC FATALITY STUDY—JANUARY 1, 1964—DECEMBER 31, 1964

BOSTON TRAFFIC AND PARKING DEPARTMENT

23

LOCATION	District	Date	Time	Type	Killed	Age	Sex	Registration	Driver Age	Sex	Remarks
opposite 27 Centre st.	Rox.	1-8	5.30 P.M.	A-Ped	Ped	64	M	Boston	22	M	Speed
Talbot av.	Dor.	1-11	7.40 P.M.	A-Ped	Ped	72	F	Newton	26	M	Operating to endanger
Cambridge st.	Bri.	1-30	6.10 A.M.	A-Ped	Ped	79	F	Boston	44	F	Crossing street
0 Commonwealth av.	Bri.	2-1	11.15 P.M.	A-Ped	Ped	72	F	Exeter, N.H.	23	F	Crossing street
Boston st.	S. B.	2-1	6.15 P.M.	A-Ped	Ped	72	M	Boston	35	M	Lost control
rechester and Gold sts.	S. B.	2-7	8.40 P.M.	A-Ped	Ped	40	M	Boston	20	M	Operating after suspension
martine and Hoffman sts.	J. P.	2-29	10.55 P.M.	A-Ped	Ped	50	M	Boston	47	F	Speed
ie Hill av. and Winthrop st.	Rox.	3-1	6.20 P.M.	A-Ped	Ped	37	M	Unknown	—	+	Hit and run
Stuart st.	Dor.	3-4	5.55 P.M.	A-Ped	Ped	73	F	Boston	21	M	Crossing street
2 Centre st.	B. P.	3-6	1.30 A.M.	A-Ped	Ped	83	M	Boston	38	M	Crossing street
Hampshire st.	W. Rox.	3-19	4.45 P.M.	A-Ped	Ped	70	F	Boston	38	M	Crossing street
ndelsschn and Washington sts.	Rox.	3-20	3.30 P.M.	Tr-Ped	Ped	7	M	Boston	38	M	Crushed between truck, platform
Market st.	W. Rox.	4-2	8.10 P.M.	A-Ped	Ped	78	M	Boston	37	M	Crossing street
any and East Concord sts.	Bri.	4-4	7.55 P.M.	A-Ped	Ped	77	F	Newton	26	F	Crossing street
3 Blue Hill av.	B. P.	4-5	2.42 A.M.	A-A	Oper	24	M	Boston	24	M	Speed
ie Hill av. and Nazing st.	Dor.	4-6	8.00 P.M.	A-Ped	Ped	90	M	Fall River	27	M	Crossing street
Church st.	Rox.	4-25	7.25 P.M.	Tr-Ped	Ped	71	F	Boston	32	M	Defective equipment
keley st.	Dor.	4-26	11.39 A.M.	A-Ped	Ped	48	F	Boston	33	M	Lost control of auto
Forest Hills st.	B. P.	5-2	2.00 P.M.	A-Ped	Ped	76	M	Salem	—	M	Crossing street
rechester av. near Alger st.	W. Rox.	5-2	6.30 P.M.	A-Ped	Ped	4	M	Boston	44	M	Crossing street
Faneuil st.	S. B.	5-2	12.30 A.M.	A-A	Occup	72	F	Boston	37	M	Lost control
lston and Gloucester sts.	Bri.	5-4	12.15 A.M.	A-A	Oper	19	M	Natick	19	M	Speed
Malden st.	B. P.	5-12	3.30 P.M.	A-Ped	Ped	72	M	Dedham	69	M	Ran off road
treet Bridge.	B. P.	5-15	8.50 P.M.	A-Ped	Ped	11	M	Boston	25	M	Crossing street
rechester av. and Hancock st.	S. B.	5-17	1.15 A.M.	M'cycle	Oper	30	M	Boston	30	M	Ran off road
Elue Hill av.	Dor.	6-1	12 MID.	A-Ped	Ped	5	F	Unknown	—	+	Hit and run
atoga st. near Brooks st.	Dor.	6-5	10.45 A.M.	A-Ped	Ped	4	F	Milton	41	F	Ran off road
rechester av. and Harbor View st.	E. B.	6-6	3.35 P.M.	A-Ped	Ped	3	M	Boston	49	M	Crossing street
Dorehester av.	Dor.	6-18	1.56 P.M.	A-Ped	Ped	74	F	Boston	27	M	Crossing street
Roxbury st.	S. B.	6-19	5.00 P.M.	A-Ped	Ped	3	M	Unknown	—	+	Hit and run
tlett and Elm sts.	Rox.	6-20	2.13 P.M.	A-Ped	Ped	65	F	Boston	65	M	Lost control
Elue Hill av.	Chas.	6-30	1.15 A.M.	A-A	Cecup	20	M	Boston	19	M	Speed
ummins Highway and Harmon st.	Dor.	7-1	6.00 P.M.	A-Ped	Ped	9	M	Boston	54	M	Operating to endanger
Ruggles st.	W. Rox.	7-9	4.25 P.M.	A-Ped	Ped	80	M	Boston	17	M	View obstructed
evue and Woodard sts.	Rox.	7-23	10.15 A.M.	A-A	Oper	48	M	Boston	48	M	Speed
er pl. and Baker st.	W. Rox.	8-12	2.25 P.M.	A-Tr	Oper	28	M	Boston	38	F	Speed
Grange and Westmount sts.	W. Rox.	8-13	12.40 A.M.	A-FO	Oper	19	M	Boston	19	M	Ran off road
	W. Rox.	8-24	10.15 A.M.	A-Ped	Ped	8	F	Norwood	27	M	Bicyclist

TRAFFIC FATALITY STUDY—JANUARY 1, 1964—DECEMBER 31, 1964—Concluded

LOCATION	District	Date	Time	Type	Killed	Age	Sex	Registration	Driver Age	Sex	Remarks
70 Mt. Vernon st.....	Dor.	8-26	7.20 P.M.	Tr-Ped	Ped	6	M	Framingham	—	M	View obstructed
30 Hyde Park av.....	W. Rox.	9-6	11.10 P.M.	A-Ped	Ped	60	F	Boston	46	M	Operating to endanger
15 Talbot av.....	Dor.	9-12	1.27 A.M.	A-Ped	Ped	18	M	Unknown	—	—	Hit and run
ppleton and Clarendon sts.....	B. P.	9-16	2.00 P.M.	A-Ped	Ped	39	M	Cambridge	28	M	Crossing street
Massachusetts av.....	B. P.	9-26	9.00 P.M.	A-Ped	Ped	56	M	Boston	38	M	Crossing street
85 Columbia rd.....	Dor.	9-29	12.50 A.M.	A-FO	Oper	33	F	Boston	33	F	Lost control
85 Columbia rd.....	Dor.	9-29	12.50 A.M.	A-FO	Occ	48	M	Boston	33	F	Lost control
ennington st.....	E. B.	10-1	11.20 P.M.	A-A	Oper	47	M	Albany, N. Y.	47	M	Operating to endanger
ates and Telegraph sts.....	S. B.	10-7	5.55 P.M.	A-Ped	Ped	3	M	Everett	31	M	Operating to endanger
Charles st.....	B. P.	10-9	7.00 P.M.	A-Ped	Ped	76	F	Boston	45	M	Crossing street
93 Weld st.....	W. Rox.	10-9	11.35 P.M.	A-A	Occ	18	M	Boston	23	M	Speed
7 Centre st.....	Rox.	10-11	4.25 P.M.	A-Ped	Ped	82	M	Boston	66	M	Crossing street
ashua st. near Causeway st.....	B. P.	10-20	8.33 P.M.	A-Ped	Ped	67	F	Arlington	34	M	Crossing street
oston and Dorechester sts.....	S. B.	10-25	10.15 P.M.	A-Ped	Ped	59	M	Boston	28	M	Crossing street
each st. and Expressway.....	B. P.	11-1	1.15 A.M.	A-FO	Oec	50	M	Arlington	26	F	Speed
ast Second and H sts.....	S. B.	11-3	3.10 P.M.	Tr-Ped	Ped	8	M	S. Bellingham	—	M	Bicyclist
eacon and Hereford sts.....	B. P.	11-4	2.35 P.M.	A-Ped	Ped	6	M	Canton	18	M	Operating to endanger
ainsborough st. and Huntington av.....	B. P.	11-10	9.40 P.M.	A-Ped	Ped	90	M	Boston	38	M	Crossing street
92 Washington st.....	W. Rox.	11-13	6.05 P.M.	A-Ped	Ped	55	F	Westwood	35	M	Crossing street
orchester av. (South Station).....	B. P.	11-14	1.20 A.M.	A-A	Oper	21	M	Boston	21	M	Lost control
Blue Hill av. and Wales st.....	Dor.	11-22	2.20 P.M.	A-Ped	Ped	60	F	Boston	42	M	Operating to endanger
Meridian st. near White st.....	E. B.	11-22	9.47 P.M.	A-Ped	Ped	44	M	Winthrop	19	M	Crossing street
erkins st. and South Huntington av.....	Rox.	11-26	2.48 A.M.	A-A	Oce	21	F	Cambridge	21	M	Drove through red light
ommonwealth av. Underpass-Mass.....	B. P.	11-27	6.25 P.M.	A-Ped	Ped	85	M	Brookline	51	F	Crossing underpass
Mendell and School sts.....	W. Rox.	12-03	4.50 P.M.	A-Ped	Ped	63	M	Boston	33	M	Crossing street
and West Eighth sts.....	S. B.	12-4	5.20 P.M.	A-Ped	Ped	70	M	Worcester	27	M	Crossing street
Morton and Oakbridge sts.....	Dor.	12-4	4.52 P.M.	A-Ped	Ped	59	F	Boston	53	M	Crossing street
935 Washington st.....	W. Rox.	12-5	2.00 A.M.	A-FO	Oper	62	M	Dedham	62	M	Lost control
remont st. near Linden st.....	Rox.	12-5	2.00 A.M.	A-Ped	Ped	36	M	Unknown	—	—	Hit and run
orchester av. and Kemp st.....	S. B.	12-12	11.30 A.M.	A-A	Oec	45	F	Boston	37	M	Speed
01 Cambridge st.....	Fri.	12-16	7.59 P.M.	A-Ped	Ped	65	M	Boston	33	M	Street lights out
orchester and West Fifth sts.....	S. B.	12-19	9.55 P.M.	A-FO	Oper	47	M	Boston	47	M	Speed
3 Westland av.....	B. P.	12-23	7.10 P.M.	A-Ped	Ped	46	F	Cambridge	27	F	Crossing street
orchester av. and Fuller st.....	Dor.	12-24	5.12 P.M.	A-Ped	Ped	72	F	Boston	32	M	Operating under influence
Commonwealth av.....	B. P.	12-24	12.51 P.M.	A-Ped	Ped	60	M	Prockton	25	F	Crossing street
Commonwealth av. and Wade st.....	Fri.	12-25	8.10 P.M.	A-Ped	Ped	75	F	Auburn, Me.	23	M	Operating to endanger
62 Lennington st.....	E. B.	12-28	9.00 P.M.	A-Ped	Ped	68	M	Boston	18	F	Crossing street
ismarek and Cummins sts.....	W. Rox.	12-29	2.15 P.M.	Tr-Ped	Ped	68	M	Boston	22	M	Crossing street

Five-Year Comparative Analysis of Motor Vehicle Fatalities

	1960	1961	1962	1963	1964
Persons killed	47	47	62	56	76
Pedestrians	37	39	38	41	56
Operators	7	5	14	4	9
Occupants	3	2	10	8	8
Ride stealers	2	0	0	1	0
Bicyclists	0	1	2	0	2
Coasters	0	0	0	1	0
Motorcyclists	2	1	1	1	1
Males killed	36	37	45	44	49
Male pedestrians	27	30	26	34	34
Females killed	11	10	17	12	27
Female pedestrians	10	9	12	7	22
Adults killed (18 or over)	36	42	54	46	60
Adult pedestrians	27	34	31	32	45
Children killed (under 18)	11	5	8	10	16
Child pedestrians	10	5	7	10	11
Killed during hours of dark	30	31	36	35	44
Pedestrians—darkness	23	28	19	23	29
Killed during daylight hours	17	16	22	21	32
Pedestrians—daylight	14	11	19	18	27
Killed by hit and run drivers	8	5	3	2	5
Killed by drunken drivers	1	1	2	0	1
Excessive speeding	8	3	15	12	9
Age of operators involved:					
Under 25	7	12	14	16	17
25 or over	27	32	42	38	50
Unknown	12	7	8	1	8
By districts:					
Boston Proper	14	16	10	12	17
Brighton	4	2	7	5	6
Charlestown	3	1	5	5	1

BOSTON TRAFFIC AND PARKING DEPARTMENT

27

	1960	1961	1962	1963	1964
Dorchester	7	6	8	8	17
East Boston	1	4	6	1	4
Hyde Park	1	0	0	2	1
Roxbury	11	9	15	8	7
South Boston	2	6	7	9	10
West Roxbury	4	3	4	5	12
Registrations involved:					
Boston	23	30	43	40	44
Massachusetts (outside Boston)	14	13	16	12	23
Out of state	3	3	4	2	3
Unknown	6	4	1	1	5
Type of vehicles involved:					
Passenger cars	37	38	58	46	69
Trucks	7	10	4	4	5
Buses	1	0	0	2	0
Taxis	2	2	1	0	0
Motorcycles or scooters	2	1	1	1	1
Streetcars	0	0	0	2	0
Railroad trains	0	0	1	0	0
By months:					
January	6	5	4	8	3
February	3	2	5	8	4
March	1	5	6	3	5
April	4	3	6	4	7
May	7	6	8	3	6
June	2	5	4	5	7
July	4	0	3	4	3
August	6	6	1	2	4
September	3	2	3	3	5
October	1	7	6	7	7
November	4	2	12	6	10
December	6	4	4	3	14
Day of the week:					
Sunday	6	7	8	5	9
Monday	3	5	6	3	10
Tuesday	3	5	8	8	8
Wednesday	5	2	11	8	6
Thursday	7	13	6	7	13
Friday	13	9	12	12	13
Saturday	10	6	11	12	17
Location of fatalities:					
At intersections	21	25	22	22	33
Signalized intersections	9	9	2	9	5
Between intersections	25	22	36	24	37

Type of fatal accidents:	1960	1961	1962	1963	1964
Auto vs. pedestrian	28	31	33	37	51
Auto vs. auto	3	3	5	5	10
Auto vs. truck	0	2	2	2	0
Auto vs. fixed object	5	1	12	5	6
Auto vs. freight car or streetcar	0	0	1	0	0
Auto vs. bicycle	0	2	1	2	2
Bus vs. pedestrian	1	0	0	2	0
Truck vs. pedestrian	7	8	2	2	5
Truck vs. fixed object	0	0	0	0	0
Non-collision	2	2	1	1	0
Ran off roadway	0	0	1	0	0
Motorcycle or scooter vs. fixed object	0	0	1	1	1

Study of Pedestrian Fatalities

	1960	1961	1962	1963	1964
By districts:					
Boston Proper	14	15	6	9	13
Brighton	2	1	4	4	5
Charlestown	1	1	2	2	0
Dorchester	6	5	6	5	13
East Boston	1	4	3	0	3
Hyde Park	1	0	0	1	0
Roxbury	9	7	11	8	7
South Boston	1	5	5	7	6
West Roxbury	2	1	1	5	9
Location of pedestrian fatalities:					
At intersections	18	19	14	15	23
Signalized intersections	8	6	1	4	5
Against signal	4	5	1	1	1
With signal	2	1	0	0	0
Between intersections	19	20	24	19	27
Hit and run pedestrian fatalities	7	5	3	2	5
Age groups of pedestrians killed:					
0-4	4	3	2	5	5
5-9	5	1	3	5	5
10-14	1	1	2	0	1
15-17	0	1	0	0	0
18-24	0	2	0	0	1
25-34	1	2	1	1	0
35-44	2	3	2	4	5
45-54	2	6	3	4	3
55-64	5	9	6	5	9
65-74	9	8	14	6	15
75 and over	8	3	5	11	12
Time of day pedestrians killed:					
Midnight-7:00 A.M.	7	9	7	5	2
7:01 A.M.-10:00 A.M.	1	2	5	2	0
10:01 A.M.-4:00 P.M.	6	6	6	5	13
4:01 P.M.-7:00 P.M.	11	8	9	12	18
7:01 P.M.-Midnight	12	14	11	17	23
Pedestrians' actions in fatalities:					
Crossing intersection	5	4	5	18	23
From between parked cars	4	3	5	5	12

	1960	1961	1962	1963	1964
Walking in roadway	12	4	2	2	2
Against traffic	3	3	2	1	1
With traffic	9	1	0	0	0
Standing in safety zone	1	0	0	0	0
Getting on or off streetcar or another vehicle	0	1	0	0	0
Playing in roadway	0	0	2	0	0
Mid-block crossings	6	4	11	10	15
Ran from curb	0	1	1	5	3
Working in roadway	0	0	1	0	0

Five-Year Comparative Study of All Motor Vehicle Traffic Accidents

	1960	1961	1962	1963	1964
Total Accidents reported	13,035	13,017	12,946	12,181	13,109
Fatal accidents	46	47	58	55	75
Personal injury accidents	11,779	11,521	11,444	11,627	11,318
Property damage accidents	1,210	1,449	1,444	1,506	1,716
Persons killed	47	47	62	56	76
Persons injured	19,693	21,658	19,106	20,207	23,416
Male	12,673	14,073	13,119	14,723	13,815
Female	7,020	7,585	5,987	5,484	9,601
Pedestrians injured in traffic	1,385	1,431	1,651	1,592	1,617
Bicyclists injured	62	73	90	78	66
Coasters injured	9	11	2	4	2
Hit and run accidents	481	634	493	467	428
Accidents involving liquor	469	547	502	483	467
Accidents involving taxis	1,308	1,437	1,117	1,207	1,092
Accidents involving buses	—	402	322	372	286
Registrations of vehicles:					
City of Boston registrations	16,296	15,740	15,111	15,426	16,732
Massachusetts—outside Boston	7,039	6,848	6,290	6,127	6,941
Out-of-State registrations	1,043	1,119	1,077	1,216	1,284
Locations of accidents:					
At intersections	8,964	7,680	7,940	8,326	8,873
Between intersections	4,071	5,337	5,006	3,855	4,236
Time of day accidents occurred:					
Midnight — 7.00 A.M.	2,868	3,536	3,774	3,271	3,526
7.00 A.M. — 9.00 A.M.	782	727	1,143	995	621
9.00 A.M. — 4.00 P.M.	3,389	3,236	3,171	3,125	2,743
4.00 P.M. — 7.00 P.M.	2,885	2,227	2,612	2,361	2,483
7.00 P.M. — Midnight	3,111	3,291	2,246	2,429	3,736
Accidents by districts:					
Boston Proper (downtown)	3,519	3,605	3,376	3,127	3,528
Brighton	782	861	793	782	825
Charlestown	521	454	441	405	421
Dorchester	1,434	1,790	1,680	1,512	1,723
East Boston	537	490	467	451	378
Hyde Park	481	447	480	392	391
Roxbury	2,737	2,862	3,142	3,014	3,144
South Boston	811	941	891	931	873
West Roxbury	2,213	1,567	1,676	1,567	1,826
Motor Vehicle Registrations in:					
City of Boston	191,000	193,000	207,000	209,000	209,000
Pedestrian accidents by districts:					
Boston Proper	346	382	440	463	482
Brighton	69	97	106	98	92
Charlestown	76	48	52	49	51
Dorchester	277	260	296	271	243
East Boston	67	58	77	64	72
Hyde Park	27	23	45	41	39
Roxbury	281	262	341	351	372
South Boston	71	107	98	92	84
West Roxbury	171	194	196	163	182
	1,385	1,431	1,651	1,592	1,617

NOTE: Most figures for 1964 are projections due to incomplete figures for last two months of year.

COMPILED BY:

GENE DiBENEDETTO
Safety Education Division

CITY OF BOSTON
PRINTING  SECTION



BOSTON TRAFFIC & PARKING DEPT.

1965

Annual Report

CITY DOCUMENT No. 21 — 1966



ANNUAL REPORT
OF THE
BOSTON TRAFFIC
and
PARKING DEPARTMENT
FOR THE YEAR ENDING DECEMBER 31, 1965

Boston, January 15, 1966

HON. JOHN F. COLLINS,
Mayor of Boston.

DEAR SIR:

I have the honor to submit herewith the annual report of the Boston Traffic and Parking Department for the year ending December 31, 1965.

Respectfully submitted,

THOMAS F. CARTY,
Traffic and Parking Commissioner.

Index

	PAGE
ACCIDENT STUDIES AND STATISTICS . . .	25-33
ADMINISTRATION	9-11
DEPARTMENT AUTOMOTIVE FLEET . . .	18
DEPARTMENTAL ACTIVITIES	13-15
DOWNTOWN PARKING FACILITIES . . .	34
EXPENDITURES	8
GENERAL SERVICES	5
MEMBERS OF BOSTON TRAFFIC AND PARKING COMMISSION	4
PARKING FACILITIES:	
INNER CORDON	34
OUTER CORDON	34
ROADWAY PAINTING AND SIGN DIVISION .	16
RULES AND REGULATIONS ESTABLISHED IN 1965	19
ONE-WAY STREETS	20
PARKING PROHIBITIONS	20
STOP STREETS	21
TURNS	22
SAFETY EDUCATION DIVISION	23-24
STATISTICS FOR QUICK REFERENCE . . .	6-7
TRAFFIC SIGNAL DIVISION	17
TRAFFIC SIGNS	14-15

*Members of the Boston Traffic
and Parking Commission*

1965

CHAIRMAN

Traffic and Parking Commissioner THOMAS F. CARTY,
Boston Traffic and Parking Department

ASSOCIATE COMMISSIONERS

Commissioner EDMUND L. MCNAMARA, Police Department

Commissioner THOMAS J. GRIFFIN, Fire Department

Commissioner JAMES J. SULLIVAN, Real Property Board

Commissioner JOHN F. FLAHERTY, Public Works Department

SECRETARY

WILLIAM T. DOYLE

Deputy Traffic and Parking Commissioner
Boston Traffic and Parking Department

GENERAL SERVICES

Statistics for Quick Reference

BOSTON, January 15, 1966

Area of the City—47.81 square miles

Bus Stop Permits—New in 1965:

M.B.T.A.—40

School Department—1

Airways Transportation—1

Canceled in 1965—62

Total existing bus stops December 31, 1965 1,598

Employees—147

Expenditures—\$984,380.98

Loading Zones—Paid in 1965 939

No charge (churches, schools, hospitals, etc.) 355

Total existing loading zones December 31, 1965 1,294

Parking Meters—8,274 (including all districts)

Permits—Special Temporary for construction, etc. 1,482

Parades 126

Total permits issued in 1965 1,608

Population—697,197 (Federal Census, 1960)

Public Alleys—83

Public Streets—3,276 (approximately 800.30 miles)

M.D.C. parkways—35 miles

State highways—6 miles

Expressways or limited access highways—29 miles

Part-public streets 215

Private ways—1,847 (approximately 118 miles)

Bridges, overpasses, etc. 198

Revenue—Parking meters \$488,705 90

Loading zones 55,862 00

Loading zone signs 1,525 00

Direction sign fees 390 00

Parking lots 67,212 75

Total revenue \$613,695 65

Roadway Painting and Traffic Signs:

Miles of roadway painted 200

New traffic signs installed 1,500

Old signs replaced 1,400

Total permanent traffic signs maintained (estimate) 44,500

Speed Distribution Studies:

Studies made with electronic speed meter 4

Number of studies zoned for speed control 2

BOSTON TRAFFIC AND PARKING DEPARTMENT

7

Traffic Engineering Studies and Investigations:

Miscellaneous investigations	705
Parking studies made	30
Special investigations as result of correspondence	825

Traffic Rules:

	Net Changes in 1965	Total Existing
Commercial Vehicles Excluded	Added 0	93
One-way streets	Added 28	1,473
Parking Prohibitions	Added 71	2,373
Stop streets	Added 60	889
No Left Turns Permitted	Added 8	80
No Right Turns Permitted	Added 2	4
No "U" Turns Permitted	Added 1	25

Traffic Signal Installations:

	BTD	MDC (Boston)
Automatic stop and go	265	78
Pedestrian flashers	134	44
Warning flashers	68	68
Bridge signals (manual)	5	8
Vehicles actuated	16	50
Totals	488	248

Vehicle Registrations in Municipal Boston:

(passenger cars and commercial vehicles)

1965 (estimate)	198,000
1960	191,000
1958	187,020
1956	193,508
1940	82,590

Vehicular Counts:

Number of intersection counts taken	240
Cordon Counts (estimated)	
Entering inner area north of Broadway	215,000
Entering outer area north of Mass. Avenue	280,000
Expressway volume counts (average daily volume):	
North of Sumner Tunnel	85,000
Southampton Street	95,000
South of Neponset	75,000

Violation of Parking Rules (tags issued by Police Department):

		Fines Paid
Tags issued by Police Department (downtown)	488,957	\$1,330,647 00
Court cases (Municipal Court only)	65,166	210,577 00
Total		\$1,541,224 00

Comparative Traffic and Parking Commission Expenditures

1. Personal Services	1964	1965
Permanent employees	\$660,095 72	\$616,287 81
Temporary employees	—	14,101 20
Overtime	5,600 74	8,958 54
	<hr/>	<hr/>
Total	\$665,696 46	\$639,347 55
2. Contractual Services		
Communications	\$4,825 16	\$4,730 58
Light, heat and power	71,954 70	72,871 49
Repairs and maintenance of buildings and structures	1,921 43	5,472 37
Repairs and servicing of equip- ment	7,141 47	7,172 60
Transportation of persons	6,478 52	5,925 95
Miscellaneous contractual serv- ices	91,713 38	119,409 21
	<hr/>	<hr/>
Total	\$184,034 66	\$215,582 20
3. Supplies and Materials		
Automotive supplies and ma- terials	\$6,218 56	\$6,149 40
Heating supplies and materials	3,196 66	3,452 16
Household supplies and ma- terials	376 63	858 48
Medical, dental and hospital supplies and materials	—	—
Office supplies and materials	2,416 43	2,700 29
Miscellaneous supplies and ma- terials	76,001 07	114,502 13
	<hr/>	<hr/>
Total	\$88,209 35	\$127,662 46
4. Current Charges and Obligations		
Miscellaneous current charges and obligations	—	\$1,788 77
		<hr/>
Total		\$1,788 77
5. Equipment		
Automotive equipment	—	—
Office furniture and equipment	—	—
Miscellaneous equipment	\$1,320 71	\$6,049 09
	<hr/>	<hr/>
Total	\$1,320 71	\$6,049 09
7. Structures and Improve- ments	—	—
	<hr/>	<hr/>
Grand Totals	\$939,261 18	\$984,380 98

Administration

As the "New Boston" takes shape and fulfills the promise of a brighter future for the 325-year-old city, many unique and complex problems were met during 1965 by the Traffic and Parking Department with a high rate of solution.

The full board of the Boston Traffic and Parking Commission met eight times during the year in executive session. The Commissioner, with members of his staff, conducted eleven formal meetings to consider the implementation of new rules and regulations.

Early in the year the final work was completed on the extension of the Massachusetts Turnpike to its end in the South Station area. This single, massive street re-locating endeavor necessitated the installation of many new traffic signals with accompanying street engineering.

A major contributor to the image of the new emerging Boston was the dedication of the Prudential complex around which many newly located streets were developed with all their attendant programming of traffic flows and vehicular-pedestrian control.

Of equal importance was the development of the former Scollay Square area into the Government Center, together with the start of the construction of the new City Hall, scheduled for completion in 1967.

At the bidding of the City Council a public education program, entitled the Pedestrian Lifesaving Campaign, was instituted whereby the citizens were to be instructed to adopt proper street crossing habits. A wide range of activities was developed which reached into every segment of the Boston populace. Shortly after the program was launched out of this department a drop was noted in the number of pedestrian deaths and injuries. The rate of drop increased each month until the end of 1965 with a final total of 45 compared to 56 deaths recorded in 1964.

An intensive effort was given toward the installation of new "Walk-Don't Walk" signals at key intersections in the Back Bay and outlying sections. At mid-year a non-programmed slowdown occurred which was brought

about by the inability of a manufacturer to supply steel poles. However, toward the end of the year sufficient number of installations were made which supported the pedestrian public education program then in force.

Delivery of nearly 9,000 vandal-proof parking meters in late August served to carry out a directive which promised unprecedented income from this revenue source. In evaluating the meter program the Commissioner announced that a record amount of revenue had been received from parking meters during the few months in 1965 and a bright future was ahead in that respect.

Directly supporting the meter program was the institution of a corps of women meter supervisors whose one purpose was to issue overtime parking tickets to motorists who violated the law involving meters. At the present time we have a total of twenty parking meter supervisors.

An all-out effort was made to paint white lines at predetermined locations on Boston's streets as dictated by the needs of pedestrians and motorists. In some instances a pilot program went into effect whereby plastic crosswalks were installed in certain Back Bay areas. The number of white lines painted was nearly double that of any previous year and served to materially assist the pedestrian public education program.

In addition, the Engineering Department completed the drafting of all 300 intersections in the city, a total of 45 miles of white painted lines, as a guide to the outside painting contractor.

Full use was made of the availability of ABCD personnel during the summer, and for a five-week program additional help was employed in various projects. As a result of the program one former ABCD member became a full-time employee of the Engineering Department and has shown great promise for the future.

A close program of cooperation with both the police and fire departments resulted from seeking their aid in implementing the Pedestrian Control Law. Further, the facilities at Boston City Hospital were made available for safety talks conducted by the director of traffic

safety education, and which proved to be of value to city employees as a newly formed intradepartmental safety program.

This department will continue to keep abreast of developments which affect the proper and orderly flow of traffic and will continue to cooperate with public agencies, private industry and the general public in all matters which affect the public interest.

DEPARTMENTAL ACTIVITIES

SUMMARY OF ACTIVITIES

ADMINISTRATIVE

Numbered directives processed	782
Field sheets sign location (permanent votes)	538
Shop order (sign location verifications)	647
Temporary shop orders (verified)	261
Temporary construction votes	608

LOADING ZONES

Renewals	821
New applications approved	118
Loading zone signs	61
No charge	2
Total loading zones issued	1,294

STREET OPENINGS OCCUPATIONS TO PUBLIC WORKS
DEPARTMENT

General approvals	2,135
Oversize, overweight	27
Mass furniture movings	16
Exceptional detours	23

MAINTENANCE AND OPERATIONAL

SIGNS ISSUED

Portable (road construction)	618
Permanent (Chapter 90):	
A. Directional	15
B. Prohibition	52
—	
Total	67
Special detours	9
Parade routes	31

AUXILIARY PAPER SIGNS ISSUED

Parade	275
Construction	2,400
Emergencies	240
Directional	195

SIGN MAINTENANCE

Permanent signs:

Existing	44,500
New	1,500

Total	46,000
Damaged signs reported	4,200
Repaired and replaced	1,400
A. Regulatory and directional	2,463
B. New poles	470
—	
Total	2,933

BOSTON TRAFFIC AND PARKING DEPARTMENT 15

All signs added to existing rules	742
Signs and poles removed	539
Salvaged	1,460

STREET NAME SIGNS

1. New street signposts installed	188
2. Street signs—new or replaced	1,379
3. Private way signs	69
4. Hero signs—new or replaced	133

Summary of Roadway Painting

A comparison of the type and amount of roadway painting performed in 1964 and 1965 is as follows:

	TYPE	LINEAR FOOTAGE	
		1964	1965
Crosswalks	410,779	412,653
Center lines	430,016	391,724
Lane lines	329,714	331,821
Stop lines	35,263	33,722
"Slow"	None	None
Curbs	None	None
Loading zones	26,188	24,762
Other (parking stalls, specials)	. .	None	None
		<hr/>	<hr/>
Total linear feet	1,231,960	1,194,682
Miles	202	202
Total number of crosswalks			
painted	2,784	2,936

Traffic Signal Division — 1965

During the year 1965, new traffic signal installations were completed at twenty-six (26) locations throughout the City of Boston bringing the total number of signalized intersections to 488 operated by the Boston Traffic and Parking Department.

This figure does not include the 93 additional signalized intersections under the jurisdiction of the Metropolitan District Commission within the City of Boston.

The Department contracted for the installation of WALK — DON'T WALK signals at 45 intersections in the Back Bay area of the city in the amount of \$139,654 which is one of the largest signal contracts ever awarded in New England. This project will give a specific area in which educational efforts may be applied to teach proper pedestrian walking procedures.

All due credit goes to a fine maintenance crew in this division for their knowledge, skill and speed in solving the problems that would cause a breakdown or major traffic tieup.

Department Automotive Fleet

The Boston Traffic and Parking Department fleet consists of forty-nine vehicles. (11 sedans, 13 station wagons and 25 trucks.)

They are all mostly 1962 and 1963 vehicles, equipped with automatic transmissions which have proven very efficient from a maintenance point of view, contributing to the fact that our costs of repairs have been reduced considerably.

Many of the vehicles are already equipped with two-way radios which will enable the personnel to perform many of their duties without unnecessary trips back to the Department, especially during emergencies out in the field.

Through preventive maintenance by the garage personnel, the vehicles are on the road at all times. A total of over 350,000 miles have been driven by this fleet, enabling the Department to complete all their tasks without any difficulty.

The Motor Pool, attached to this Department, operating with four chauffeurs and four vehicles, has done an outstanding job in being able to complete all the daily scheduled trips assigned to it by the various city departments.

**VARIOUS TRAFFIC RULES VOTED
AND ESTABLISHED DURING 1965**

Traffic Rules Added in 1965 and Total District Distribution

NO RIGHT TURNS PERMITTED

District Distribution of Existing Permanent Votes December 31, 1965

Boston Proper	4
---------------	---	---	---	---	---	---	---	---

NO "U" TURNS PERMITTED

District Distribution of Existing Permanent Votes December 31, 1965

[illegible]

Safety Education Division

SUMMARY OF MOTOR VEHICLE TRAFFIC ACCIDENTS FOR THE YEAR 1965

Traffic Commissioner Thomas F. Carty submits the following report of the fatal, personal-injury, and property damage motor vehicle accidents as reported to this department, and that occurred on the City of Boston public ways under the jurisdiction of the City of Boston Police and Traffic and Parking Departments during the year ending December 31, 1965:

Highlights of the report are as follows:

1. Boston still climbing in highway fatalities reported a new high since 1950 when 77 persons were killed in 76 fatal accidents.

- a. This total included 45 pedestrians, 23 operators, 8 occupants, and 1 bicyclist.
- b. Pedestrians accounted for 58 percent of all the fatalities. This was a reduction in 11 pedestrian deaths from 1964 due to the extensive Pedestrian Lifesaving Campaign that was carried on through 1965.
- c. Of the 45 pedestrians killed, 31 were adults and 14 were children. Our senior citizens have accounted for most of the fatalities with a score of 24 fatalities over the age of 60 years.

2. Of the 76 fatal accidents, 34 (45 percent) occurred during daylight hours while 42 (55 percent) happened during the hours of darkness.

3. Because of so many pedestrian fatalities during the year, accidents between intersections took the heaviest toll, 38 fatalities (50 percent) occurred between intersections, 6 (8 percent) at signalized areas, and 32 (42 percent) at intersections.

4. Of the 77 fatalities in 1965, 59 (78 percent) were males while only 18 (22 percent) were females.

5. Two persons (both passengers) were killed in one accident on October 10, 1965, due to excessive speeding in the early morning hours.

6. December was the worst month of the year when 15 fatal accidents claimed 15 lives, while only 2 fatal accidents were reported in both January and July.

- a. Saturday was the worst day of the week with 15 fatalities and Monday and Wednesday were next when 11 persons died in fatal accidents.
- b. Once again, driving too fast for conditions was a factor in a majority of the fatal accidents.

7. Of all the districts, most fatal accidents occurred in Boston Proper and Dorchester, with 19 each while the lowest rate of accidents came from Charlestown and East Boston with 2 each.

8. M.D.C. fatal traffic accident figures in Boston indicate the following, in addition to those reported above.

- a. Fataals—13 accidents, 16 persons killed, including 4 pedestrians.
- b. All other M.D.C. traffic accidents in Boston:
 - Non-fatal 1,024
 - Property damage 1,746
- c. Persons injured, 973, including 26 pedestrians.

NOTE: Figures for 1965 personal injuries and property damage accidents are projections due to incomplete figures for last month of the year.

TRAFFIC FATALITY STUDY — JANUARY 1, 1965, TO DECEMBER 31, 1965

LOCATION	District	Date	Time	Type	Killed	Age	Sex	Driver Age	Sex	Remarks
3 Winship st.....	Bri.	1-8	9.33 A.M.	Tr-Ped	Ped	82	M	39	M	View obstructed
34 Linden st.....	Dor.	1-14	2.28 P.M.	A-Ped	Ped	8	F	52	M	Crossing street
134 South st.....	J. P.	2-13	4.50 P.M.	S C-Ped	Ped	90	M	29	M	Street car
14 and 15 Boston & Maine Railroad Yards.....	Chas.	2-18	8.50 A.M.	Trn-A	Oper	54	M	55	M	Railroad train
D and West Seventh streets.....	S. B.	2-21	3.36 P.M.	A-Ped	Ped	12	M	—	—	Crossing street
Main and School sts.....	Chas.	2-24	7.20 P.M.	A-Ped	Ped	63	M	34	M	Crossing street
Dorchester av. and Fort Point Channel.....	B. P.	2-27	11.40 P.M.	A-FO	Oper	23	M	23	M	Lost control
Hoffman and Lamartine sts.....	Rox.	2-29	10.55 P.M.	A-Ped	Ped	50	M	—	—	Crossing street
Asticou rd. and Washington st.....	J. P.	3-1	5.25 P.M.	Bus-Ped	Ped	73	M	54	M	Lost control
Elm Hill av. and Seaver st.....	J. P.	3-4	8.50 P.M.	A-FO	Oper	22	M	22	—	Lost control
Eastburn and Washington sts.....	Bri.	3-4	10.27 P.M.	A-Ped	Ped	60	F	74	M	Crossing street
Electric av. and North Beacon st.....	Bri.	3-10	4.00 P.M.	A-A	Oper	—	M	—	M	Lost control
Brookline and Francis sts.....	Rox.	3-15	1.30 A.M.	A-A	Occup	60	F	21	M	Speeding
Glenwood st. and Truman Highway.....	H. P.	3-17	10.00 P.M.	A-Ped	Ped	78	M	29	M	Crossing street
1029 Tremont st.....	Rox.	3-20	1.15 A.M.	A-Ped	Ped	24	M	—	M	Crossing street
McClellan Highway.....	E. B.	3-21	1.40 A.M.	A-FO	Oper	50	M	50	M	Speeding
McClellan Highway and Seratoga st.....	E. B.	3-31	11.30 P.M.	A-FO	Oper	20	M	20	M	Lost control
Metropolitan av. and Poplar st.....	H. P.	4-10	1.25 A.M.	A-A	Occup	20	M	20	M	Speeding
La Grange st and Redgate rd.....	W. Rox.	4-14	4.30 P.M.	A-A	Oper	79	M	61	M	Lost control
3 Mercier av.....	Dor.	4-15	2.14 P.M.	A-Ped	Ped	3	M	—	M	Crossing street
Dwight st. and Shawmut av.....	B. P.	4-22	3.10 P.M.	A-Ped	Ped	6	M	36	M	Between parked cars
284 West Third st.....	S. B.	4-24	5.25 P.M.	A-Ped	Ped	7	M	—	M	Between parked cars
123 Ellington st.....	Dor.	5-3	12.15 P.M.	A-Ped	Ped	4	F	15	M	Operating to endanger
65 Hutchins st.....	Rox.	5-8	1.40 P.M.	A-Ped	Ped	3	F	—	M	Between parked cars
Dover and Washington sts.....	B. P.	5-16	12.01 A.M.	A-Ped	Ped	68	M	—	M	Crossing street
18 Cooper st.....	B. P.	5-25	8.10 A.M.	A-Ped	Ped	9	F	68	M	Lost control
M.B.T.A. Terminal Station.....	J. P.	5-25	5.40 P.M.	Bus-Ped	Ped	72	M	57	M	View obstructed
Southern av. and Washington sts.....	Dor.	5-30	12.15 A.M.	A-Ped	Ped	81	M	22	M	Crossing street
1099 Blue Hill av.....	Dor.	6-3	11.05 P.M.	A-Ped	Ped	62	M	58	M	Ran into roadway
2595 Washington st.....	Rox.	6-5	7.45 P.M.	A-Ped	Ped	5	F	28	M	Ran into roadway
Columbia rd and Hancock st.....	Dor.	6-8	11.15 P.M.	A-Ped	Ped	72	M	—	M	Crossing street
West Concord st and Shawmut av.....	B. P.	7-9	7.15 P.M.	A-Ped	Ped	19	F	20	M	Speeding
Washington and East Concord sts.....	B. P.	7-21	3.15 P.M.	A-Ped	Ped	12	M	—	M	Ran into roadway
Columbia rd. and Seaver st.....	Dor.	8-9	10.50 P.M.	A-A	Oper	30	M	30	M	Lost control
Columbia rd. and Seaver st.....	Dor.	8-9	10.50 P.M.	A-A	Oper	33	M	33	M	Lost control
Columbus av. and Rutland st.....	B. P.	8-11	8.40 P.M.	A-Ped	Ped	37	M	—	M	Crossing street
South st.....	J. P.	8-14	1.25 A.M.	A-FO	Oper	18	M	18	M	Lost control
550 Centre st.....	J. P.	8-19	10.38 P.M.	A-FO	Oper	23	M	23	M	Lost control
D and Bolton sts.....	S. B.	8-25	3.45 P.M.	Tr-Bike	Byclist	12	M	48	M	Bicyclist

TRAFFIC FATALITY STUDY — JANUARY 1, 1965, TO DECEMBER 31, 1965 — Concluded

LOCATION	District	Date	Time	Type	Killed	Age	Sex	Driver Age	Sex	Remarks
Commonwealth av.....	Bri.	9-1	5.17 P.M.	A-FO	Oper	23	M	23	M	Lost control
East Newton and Washington sts.....	B. P.	9-2	6.45 A.M.	A-Ped	Ped	68	M	32	M	Sight obscured
162 Massachusetts av.....	B. P.	9-13	9.32 P.M.	A-Ped	Ped	62	M	—	M	Crossing street
Long Island Causeway.....	Dor.	9-15	1.46 A.M.	A-FO	Occup	44	M	31	M	Operating to endanger
360 Columbus av.....	B. P.	9-18	1.48 A.M.	A-Ped	Ped	60	M	42	M	Crossing street
54 Boston st., R.R. abutment.....	S. B.	9-20	2.05 A.M.	A-FO	Oper	47	M	47	M	Lost control
Dana av. and Truman Highway.....	H. P.	9-25	2.28 A.M.	A-A	Oper	21	M	—	M	Lost control
Powdoin and Tovar sts.....	Dor.	9-27	5.45 P.M.	A-Ped	Ped	4	M	—	M	Ran into roadway
5180 Washington st.....	Rosl.	10-6	9.55 P.M.	A-Ped	Ped	84	M	—	M	Crossing street
Evans and Corbett sts.....	Dor.	10-8	11.15 A.M.	A-A	Oper	21	M	21	M	Speeding
Albany st. and Broadway.....	B. P.	10-10	3.58 A.M.	A-A	Pas	18	M	35	M	Speeding
Albany st. and Broadway.....	B. P.	10-10	3.52 A.M.	A-A	Pas	18	M	33	M	Speeding
1700 Hyde Park av.....	H. P.	10-14	7.10 P.M.	A-Ped	Ped	34	F	18	M	Operating to endanger
Columbia rd. and Washington st.....	Rox.	10-15	11.10 A.M.	A-A	Oper	72	M	—	M	Lost control
Northampton and Washington sts.....	B. P.	10-19	9.40 A.M.	Bus-Ped	Ped	65	F	45	M	Operating to endanger
260 Western av.....	Bri.	10-26	7.50 P.M.	A-Ped	Ped	37	M	—	M	Crossing street
Blue Hill av. and Glenway st.....	Dor.	10-29	9.02 P.M.	A-A	Pas	59	M	—	M	Speeding
Meridian Street Drawbridge.....	E. B.	10-29	2.10 A.M.	A-FO	Oper	54	M	54	M	Legal violation
10 Willow st.....	W. Rox.	10-30	4.00 P.M.	A-FO	Pas	18	M	19	M	Operating to endanger
234 Back st.....	B. P.	11-6	1.30 A.M.	A-A	Oper	20	M	20	M	Speeding
690 Columbia rd.....	Rox.	11-9	3.40 P.M.	A-Ped	Ped	75	M	26	M	Operating to endanger
268 Humboldt av.....	Rox.	11-26	11.17 P.M.	A-FO	Oper	31	M	31	M	Lost control
Blue Hill av. and Greenock st.....	Dor.	11-28	9.53 P.M.	A-Ped	Ped	75	M	43	M	Crossing street
Everett Street Bridge.....	Bri.	12-5	3.25 A.M.	A-FO	Oper	43	M	43	M	Lost control
700 Blue Hill av.....	Dor.	12-6	1.04 P.M.	A-Ped	Ped	81	M	—	M	Crossing street
Blue Hill av. and Winthrop st.....	Rox.	12-11	5.08 P.M.	A-Ped	Ped	79	F	60	M	Turning movement
Washington Street North Drawbridge.....	B. P.	12-12	1.25 A.M.	A-FO	Oper	17	M	17	M	Skidded on ice
Blue Hill av. and Evelyn st.....	Dor.	12-13	6.32 A.M.	A-Ped	Ped	60	F	52	M	Ran into roadway
900 Blue Hill av.....	Dor.	12-17	4.54 P.M.	A-Ped	Ped	73	M	—	M	Operating to endanger
Albion pl. and Main st.....	Chas.	12-18	4.55 P.M.	A-Ped	Ped	6	M	—	M	Ran into roadway
Milton av. and Gallivan Blvd.....	Dor.	12-13	4.30 P.M.	A-Ped	Ped	71	F	—	M	Crossing street
Boylston st. and Eggleston sq.....	J. P.	12-21	9.04 A.M.	A-Ped	Ped	55	F	—	M	Speeding
Huntington Avenue Underpass.....	B. P.	12-21	3.21 P.M.	A-Ped	Ped	45	F	74	M	Lost control
167 Centre st.....	Rox.	12-25	1.56 A.M.	A-FO	Oper	33	F	33	F	Lost control
Massachusetts av. and Washington st.....	B. P.	12-25	7.30 P.M.	A-Ped	Ped	—	F	19	M	Crossing street
34 Gladeside av.....	Dor.	12-27	11.15 P.M.	A-A	Oper	16	M	—	M	Speeding
Tremont and Sterling sts.....	Rox.	12-30	12.10 A.M.	A-A	Pas	27	M	24	M	Lost control
Tremont and Parker sts.....	Rox.	12-31	7.16 A.M.	A-Ped	Ped	88	F	41	F	Lost control

5-Year Comparative Analysis of Motor Vehicle Fatalities in Boston

	1961	1962	1963	1964	1965
Persons killed	47	62	56	76	77
Pedestrians	39	38	41	56	45
Operators	5	14	4	9	23
Occupants	2	10	8	8	8
Ride stealers	0	0	1	0	0
Bicyclists	1	2	0	2	1
Coasters	0	0	1	0	0
Motorcyclists	1	1	1	1	0
 Males killed	 37	 45	 44	 49	 59
Male pedestrians	30	26	34	34	29
 Females killed	 10	 17	 12	 27	 18
Female pedestrians	9	12	7	22	16
 Adults killed (18 or over)	 42	 54	 46	 60	 61
Adult pedestrians	34	31	32	44	33
 Children killed (under 18)	 5	 8	 10	 16	 16
Child pedestrians	5	7	10	12	12
 Killed during hours of darkness	 31	 36	 35	 44	 42
Pedestrians/darkness	28	19	23	29	19
 Killed during daylight hours	 16	 22	 21	 32	 35
Pedestrians/daylight	11	19	18	27	26
 Killed by hit and run drivers	 5	 3	 2	 5	 3
 Killed by drunken drivers	 1	 2	 0	 1	 1
 Excessive speeding	 3	 15	 12	 9	 12
 Age of operators involved:					
Under 25	12	14	16	17	21
25 or over	32	42	38	50	45
Unknown	7	8	1	8	10
 By districts:					
Boston Proper	16	10	12	17	19
Brighton	2	7	5	6	5
Charlestown	1	5	5	1	2

BOSTON TRAFFIC AND PARKING DEPARTMENT

29

	1961	1962	1963	1964	1965
Dorchester	6	8	8	17	19
East Boston	4	6	1	4	2
Hyde Park	0	0	2	1	4
Roxbury	9	15	8	7	11
South Boston	6	7	9	10	6
West Roxbury	3	4	5	12	9
Registrations involved:					
Boston	30	43	40	44	59
Massachusetts (outside Boston)	13	16	12	23	14
Out of state	3	4	2	3	2
Unknown	4	1	1	5	1
Type of vehicles involved:					
Passenger cars	38	58	46	69	69
Trucks	10	4	4	5	3
Buses	0	0	2	0	3
Taxis	2	1	0	0	1
Motorcycles or scooters	1	1	1	1	0
Streetcars	0	0	2	0	0
Railroad trains	0	1	0	0	0
By months:					
January	5	4	8	3	2
February	2	5	8	4	6
March	5	6	3	5	9
April	3	6	4	7	5
May	6	8	3	6	6
June	5	4	5	7	3
July	0	3	4	3	2
August	6	1	2	4	6
September	2	3	3	5	8
October	7	6	7	7	11
November	2	12	6	10	4
December	4	4	3	14	15
Day of the week:					
Sunday	7	8	5	9	10
Monday	5	6	3	10	12
Tuesday	5	8	8	8	8
Wednesday	2	11	8	6	12
Thursday	13	6	7	13	11
Friday	9	12	12	13	9
Saturday	6	11	12	17	15
Location of fatalities:					
At intersections	25	22	22	33	34
Signalized intersections	9	2	9	5	6
Between intersections	22	36	24	37	37

	1961	1962	1963	1964	1965
Type of fatal accidents:					
Auto vs. pedestrian	31	33	37	51	39
Auto vs. auto	3	5	5	10	14
Auto vs. truck	2	2	2	1	2
Auto vs. fixed object	1	12	5	6	6
Auto vs. freight car or streetcar	0	1	0	0	1
Auto vs. bicycle	2	1	2	2	1
Bus vs. pedestrian	0	0	2	0	3
Truck vs. pedestrian	8	2	2	5	3
Truck vs. fixed object	0	0	0	0	0
Non-collision	2	1	1	0	1
Ran off roadway	0	1	0	0	6
Motorcycle or Scooter vs. fixed object	0	1	1	1	0

Pedestrian Fatalities

	1961	1962	1963	1964	1965
By districts:					
Boston Proper	15	6	9	16	13
Brighton	1	4	4	6	2
Charlestown	1	2	2	1	2
Dorchester	5	6	5	14	13
East Boston	4	3	0	4	0
Hyde Park	0	0	1	1	3
Roxbury	7	11	8	9	6
South Boston	5	5	7	11	3
West Roxbury	1	1	5	13	3
Location of pedestrian fatalities:					
At intersections	19	14	15	33	17
Signalized intersections	6	1	4	5	4
Against signal	5	1	1	0	1
With signal	1	0	0	0	0
Between intersections	20	24	19	37	23
Hit and run pedestrian fatalities	5	3	2	5	4
Age groups of pedestrians killed:					
0-4	3	2	5	5	4
5-9	1	3	5	7	6
10-14	1	2	0	1	2
15-17	1	0	0	0	0
18-24	2	0	0	8	2
25-34	2	1	1	3	2
35-44	3	2	4	5	2
45-54	6	3	4	9	2
55-64	9	6	5	10	6
65-74	8	14	6	16	9
75 and over	3	5	11	12	10
Time of day pedestrians killed:					
Midnight—7:00 A.M.	9	7	5	16	9
7:01 A.M.—10:00 A.M.	2	5	2	0	2
10:01 A.M.—4:00 P.M.	6	6	5	18	14
4:01 P.M.—7:00 P.M.	8	9	12	17	11
7:01 P.M.—Midnight	14	11	17	24	9
Pedestrians' actions in fatalities:					
Crossing intersection	4	5	18	33	15
From between parked cars	3	5	5	12	9

	1961	1962	1963	1964	1965
Walking in roadway	4	2	2	2	2
Against traffic	3	2	1	1	1
With traffic	1	0	0	0	0
Standing in safety zone	0	0	0	0	0
Getting on or off streetcar or another vehicle	1	0	0	0	0
Playing in roadway	0	2	0	0	2
Mid-block crossings	4	11	10	25	12
Ran from curb	1	1	5	3	4
Working in roadway	0	1	0	0	0

5-Year Comparative Study of All Motor Vehicle Traffic Accidents

	1961	1962	1963	1964	1965
Total accidents reported	13,017	12,946	12,181	13,109	13,631
Fatal accidents	47	58	55	75	76
Personal injury accidents	11,521	11,444	11,627	11,318	6,247
Property damage accidents	1,449	1,444	1,506	1,716	7,308
Persons killed	47	62	56	76	77
Persons injured	14,658	14,106	13,207	13,416	14,112
Male	8,073	8,119	8,723	7,815	8,987
Female	6,585	5,987	4,484	5,601	5,125
Pedestrians injured in traffic	1,431	1,651	1,592	1,617	1,224
Bicyclists injured	73	90	78	66	157
Coasters injured	11	2	4	2	13
Hit and run accidents	634	493	467	428	318
Accidents involving liquor	547	502	483	467	402
Accidents involving taxis	1,037	1,017	997	1,092	726
Accidents involving buses	302	232	272	206	124
Registrations of vehicles:					
City of Boston registrations	15,740	15,111	15,426	9,624	9,731
Massachusetts—outside Boston	6,848	6,290	6,127	3,018	3,216
Out-of-state registrations	1,119	1,077	1,216	467	684
Locations of accidents:					
At intersections	7,680	7,940	8,326	8,873	8,921
Between intersections	5,337	5,006	3,855	4,236	4,710
Time of day accident occurred:					
Midnight — 7:00 A.M.	3,536	3,774	3,271	3,526	4,012
7:00 A.M. — 9:00 A.M.	727	1,143	995	621	534
9:00 A.M. — 4:00 P.M.	3,236	3,171	3,125	2,743	2,863
4:00 P.M. — 7:00 P.M.	2,227	2,612	2,361	2,483	2,581
7:00 P.M. — Midnight	3,291	2,246	2,429	3,736	3,641
Accidents by districts:					
Boston Proper (downtown)	3,605	3,376	3,127	3,528	3,616
Brighton	861	793	782	825	871
Charlestown	454	441	405	421	384
Dorchester	1,790	1,680	1,512	1,723	1,578
East Boston	490	467	451	378	327
Hyde Park	447	480	392	391	419
Roxbury	2,862	3,142	3,014	3,144	3,541
South Boston	941	891	931	873	993
West Roxbury	1,567	1,676	1,567	1,826	1,902
Motor vehicle registrations in:					
City of Boston	193,000	207,000	209,000	209,000	210,000
Pedestrian accidents by districts:					
Boston Proper	382	440	463	482	389
Brighton	97	106	98	92	56
Charlestown	48	52	49	51	43
Dorchester	260	296	271	243	211
East Boston	58	77	64	72	67
Hyde Park	23	45	41	39	32
Roxbury	262	341	351	372	244
South Boston	107	98	92	84	73
West Roxbury	194	196	163	182	109
	1,431	1,651	1,592	1,617	1,224

NOTE: Most figures for 1965 are projections due to incomplete figures for last month of year.

COMPILED BY:

GENE DiBENEDETTO,
Safety Education Division.

PARKING FACILITIES

(North of Massachusetts Avenue)

December 31, 1965

	Vehicle Spaces	Totals
A. DOWNTOWN PARKING SPACES:		
1. Downtown City-owned Garages:		
Bedford and Kingston Streets	735	
Central and Kilby Streets	700	
Fort Hill Square	650	
Essex and Lincoln Streets	334	
Hayward Place	700	
Winthrop Square	750	
Post Office Square	950	
	—	4,819
2. Downtown Privately-owned Public Garages:		
Brattle Company — 43 India Street	180	
Eliot Street Garage — 7 Eliot Street	600	
Shoppers' — Beach Street	500	
Custom Motor Mart — 20 Custom House	125	
Sears Street — 11 Sears Street	300	
Hertz Truck Rental — Commercial Street	500	
Portland Street Garage	450	
Charles Street Garage — 144 Charles Street	150	
Cambridge Street Garage — 252 Cambridge Street	250	
Irving Garage — 25 Irving Street	48	
Park Square Motor Mart	1,800	
Brimmer Street Garage — 70 Brimmer Street	100	
United Shoe Company — 80 High Street	335	
Meyers Brothers — Beach and Lincoln Streets	350	
Meyers Brothers — Province Street	260	
Prudential Center	1,500	
	—	7,448
3. Massachusetts Parking Authority — Boston Common Garage		1,457
4. Open-Air Lots:		
a. Privately-owned	8,363	
b. City-owned	581	
	—	8,944
5. Metered Spaces:		
a. Metered curb spaces	7,883	
b. Metered off-street spaces	391	
	—	8,274
Total Vehicle Parking Spaces Downtown		30,942
B. OUTER CORDON (between Downtown and Massachusetts Avenue):		
1. City of Boston-owned Garage — (St. James Avenue)	625	
2. Privately-owned Garage (National-Buckingham Street)	500	
3. Open-air lots	3,233	
4. Metered curb spaces	3,410	
5. Nonmetered curb spaces (estimated)	2,500	
	—	
Total Vehicle Spaces Between Downtown and Outer Cordon		10,268
SUMMARY:		
Total Vehicle Spaces:		
Inner Cordon (Downtown)	30,942	
Between Downtown and Outer Cordon	10,268	
	—	
Total Vehicle Parking Spaces North of Massachusetts Avenue		41,210

CITY OF BOSTON
PRINTING  SECTION



CITY OF BOSTON
ADMINISTRATIVE SERVICES DEPARTMENT
PRINTING  SECTION

